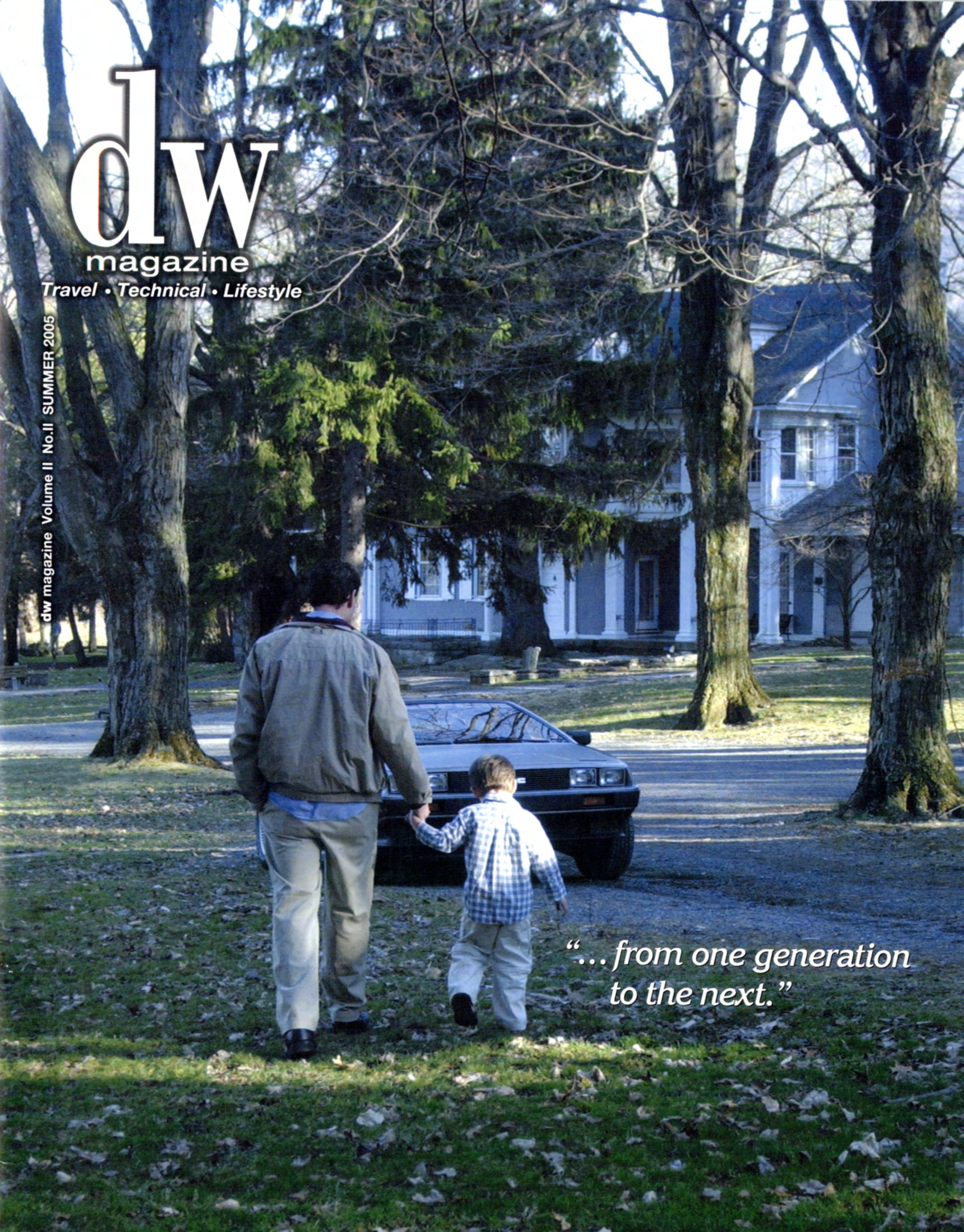
dw magazine

Travel • Technical • Lifestyle

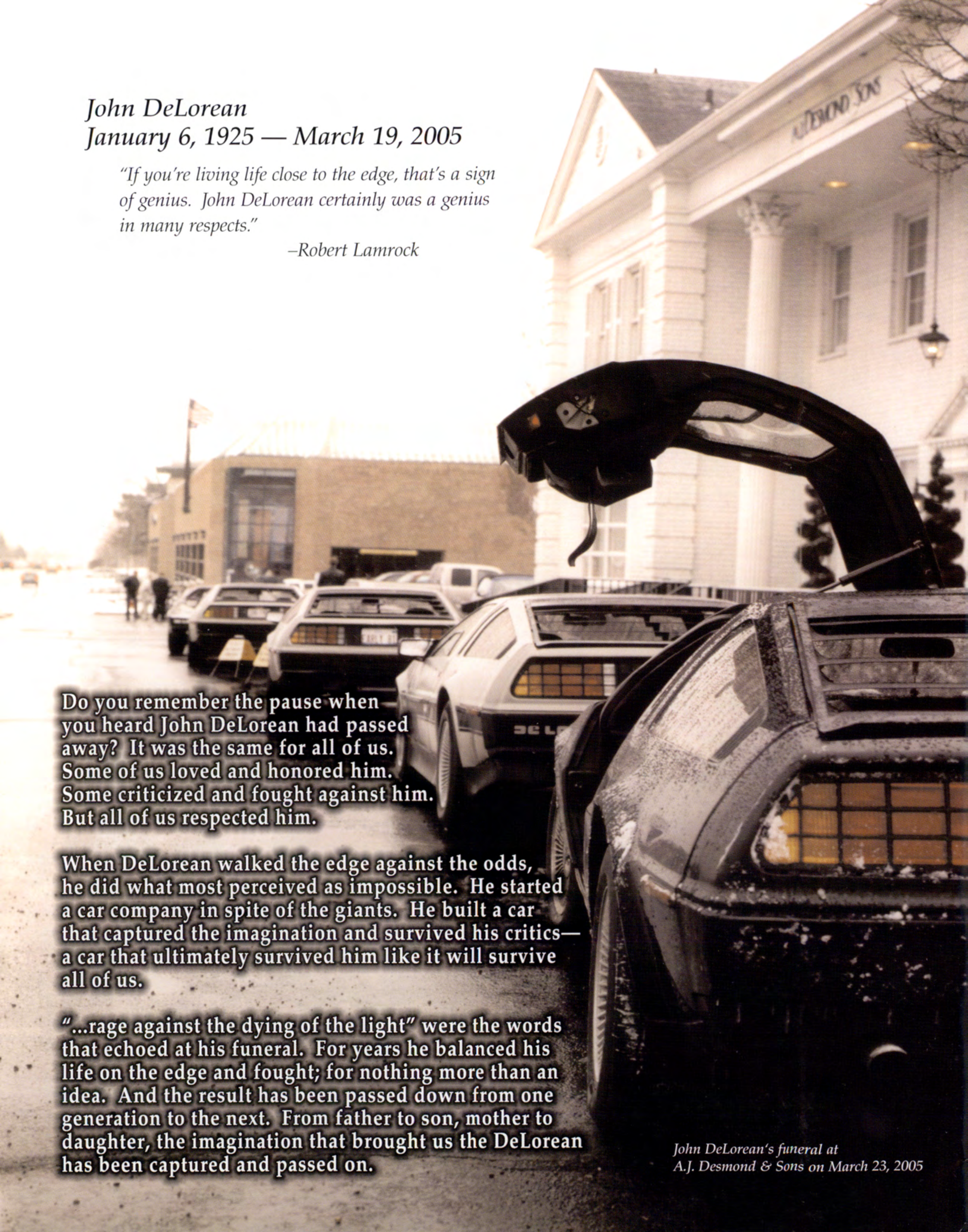
dw magazine Volume II No.II SUMMER 2005



"…from one generation
to the next."

John DeLorean
January 6, 1925 — March 19, 2005

> *"If you're living life close to the edge, that's a sign of genius. John DeLorean certainly was a genius in many respects."*
>
> *–Robert Lamrock*

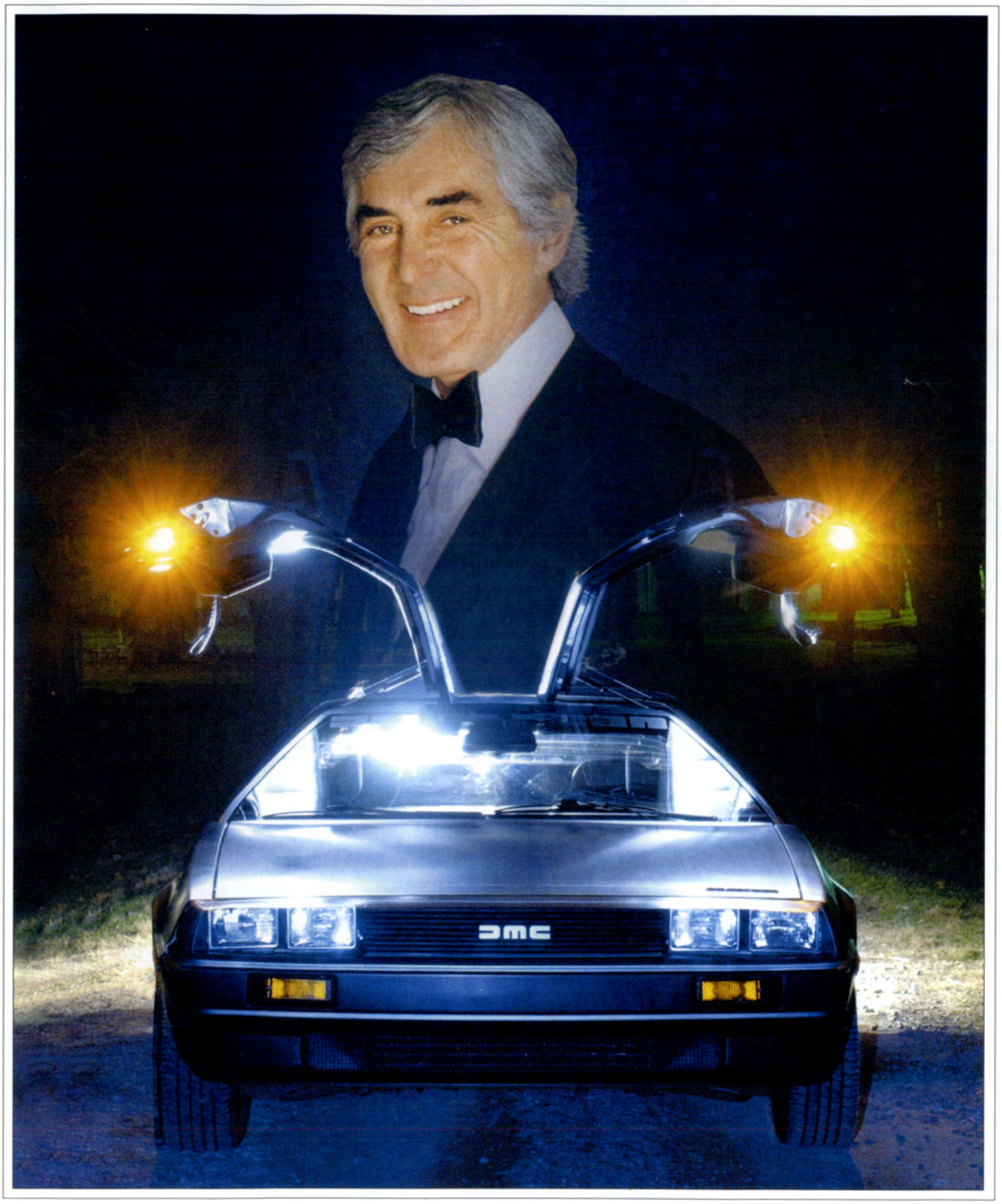


Do you remember the pause when you heard John DeLorean had passed away? It was the same for all of us. Some of us loved and honored him. Some criticized and fought against him. But all of us respected him.

When DeLorean walked the edge against the odds, he did what most perceived as impossible. He started a car company in spite of the giants. He built a car that captured the imagination and survived his critics—a car that ultimately survived him like it will survive all of us.

"...rage against the dying of the light" were the words that echoed at his funeral. For years he balanced his life on the edge and fought; for nothing more than an idea. And the result has been passed down from one generation to the next. From father to son, mother to daughter, the imagination that brought us the DeLorean has been captured and passed on.

John DeLorean's funeral at A.J. Desmond & Sons on March 23, 2005



"Do not go gentle into that good night,
Rage, rage against the dying of the light."

– Dylan Thomas

dw
magazine
Travel • Technical • Lifestyle

table of contents table of contents

summer 2005

ON THE COVER

James Au and son at the Boal Mansion in Pennsylvania. www.boalmuseum.com

6

POLICE STORIES

Stolen cars and speeding tickets...all in a day's work for our friendly law enforcement officers.

8

THE EXCHANGE OF ONE

Jay Leno, Dell Computers, allegations of fraud on *ebay*...the transition of Prototype 1.

18

LISBURN

Center stage for Eurofest 2006; a city worth seeing. Look for the latest details at www.eurofest2006.com

Cadillac
USED CARS

20

GOING GOLD

Buy gold for a bank? No thanks. I'll buy this gold to drive. Meet the Marshalls.

table of contents

34

THE CARSON RECALL

Rethinking his part in Johnny Carson's legacy, Kerry Stark made some difficult decisions.

42

PROTOTYPE TO PILOT TO PRODUCTION

How many prototypes? How many pilot cars? How many preproduction DeLoreans? And what happened?

plus plus plus plus

Inside Front Cover
A Tribute to John Delorean

4-5
DeLorean Store

6, 7, 19, 32, 41, 48
News & Grooves

31
Editor's Comments

33
Classifieds

advertiser index

DeLorean Motor Center.......pg. 40
DeLorean One.....................pg's. 26-27, Back cover
DeLorean Owners Association....pg's.4-5
Pearce Design Components.... pg. 32
PJ Grady.................................pg's. 16-17
Turbo Manifold Company......... Inside back cover

Change of Address
Eight weeks notice is required for change of address. Please send new address and old address with imprint from recent issue to:
DeLorean Owners Association
Membership Data Center
879 Randolph Road,
Santa Barbara, CA 93111
805.964.5296

MEMBERSHIP/SUBSCRIPTIONS
dw magazine is the official publication of the DeLorean Owners Association and is available only to the Association membership and **dw** magazine advertisers. Membership information may be obtained by contacting:
John Truscott, Membership Director
879 Randolph Road,
Santa Barbara, CA 93111
805.964.5296

Address all correspondence to the Editorial Office, **dw** magazine, 20229 Nordhoff Street, Chatsworth, CA 91311.

Disclaimer
While it is a primary service of the DeLorean Owners Association to disseminate technical information, any maintenance techniques or possible modifications published in the DeLorean Owners Association **dw** magazine should be weighed against conventional, traditional and generally accepted techniques and modifications. The DeLorean Owners Association should not be considered the authority on maintaining or improving DeLorean automobiles and the views expressed are those of the author of an article and does not constitute endorsement by the Association, its officers or members. Prudent owners should consider possible techniques or modifications in light of common sense compromises among economy, longevity, performance, reliability, driveability, legality and resale value. This publication and this organization WILL NOT ASSUME LIABILITY for any such consequences.

Use of the DeLorean Owners Association's emblem by advertisers neither constitutes an endorsement nor a representation or implication that the DeLorean Owners Association has in any way investigated the products or services.

All advertising is subject to approval before acceptance. **dw** magazine reserves the right to refuse any ad for reasons of suitability, space availability, or advertiser's unreliability. It is **dw** magazine's policy not to carry advertising for the following: health related products, material of a religious nature, lotteries, competing publications, competing organizations or potentially libelous material. Warranties, representations or statements made in ads are the sole responsibility of the advertiser. Advertisers are expected to fairly and accurately describe the items or services offered and are expected to describe reprinted literature and reproduction parts as such.

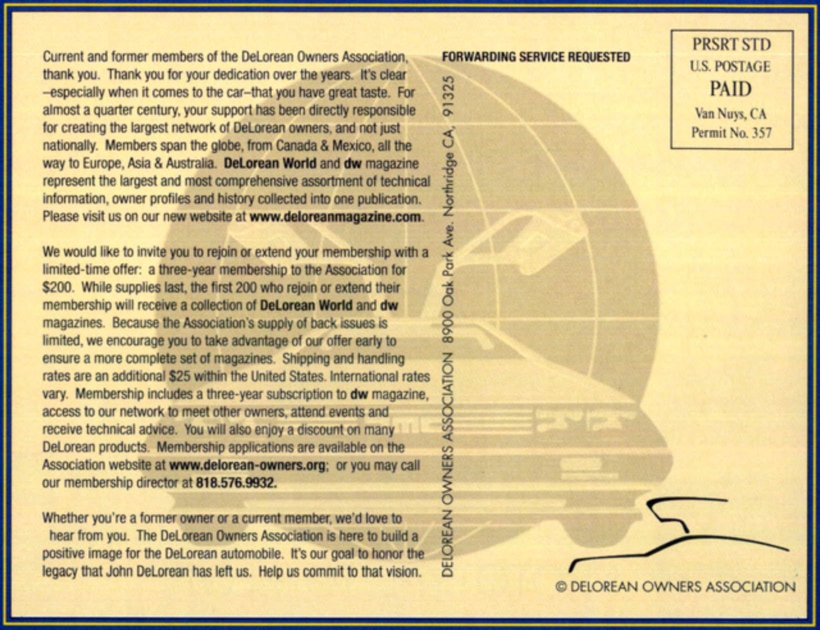
dw magazine is published by the DeLorean Owners Association.
dw magazine and DeLorean World are registered trademarks of the DeLorean Owners Association, Inc.
Printed in the U.S.A.

Postmaster send change of address to:
DeLorean Owners Association
Membership Data Center
879 Randolph Road
Santa Barbara, CA 93111
Telephone 805.964.5296

dw magazine assumes no responsibility for unsolicited manuscripts, drawings or photographs, and such materials will not be returned unless accompanied by a self-addressed, stamped envelope. All written and pictorial submissions shall be considered for permissible use by **dw** magazine from the author. Rich Text or Word format is preferred and queries are recommended prior to article submission.

© 2005 DeLorean Owners Association, Inc. All Rights Reserved. Reproduction of text, photographs, and illustrations is not allowed without express permission.

Did you get our postcard?



Current and former members of the DeLorean Owners Association, thank you. Thank you for your dedication over the years. It's clear –especially when it comes to the car–that you have great taste. For almost a quarter century, your support has been directly responsible for creating the largest network of DeLorean owners, and not just nationally. Members span the globe, from Canada & Mexico, all the way to Europe, Asia & Australia. **DeLorean World** and **dw** magazine represent the largest and most comprehensive assortment of technical information, owner profiles and history collected into one publication. Please visit us on our new website at **www.deloreanmagazine.com**.

We would like to invite you to rejoin or extend your membership with a limited-time offer: a three-year membership to the Association for $200. While supplies last, the first 200 who rejoin or extend their membership will receive a collection of **DeLorean World** and **dw** magazines. Because the Association's supply of back issues is limited, we encourage you to take advantage of our offer early to ensure a more complete set of magazines. Shipping and handling rates are an additional $25 within the United States. International rates vary. Membership includes a three-year subscription to **dw** magazine, access to our network to meet other owners, attend events and receive technical advice. You will also enjoy a discount on many DeLorean products. Membership applications are available on the Association website at **www.delorean-owners.org**; or you may call our membership director at **818.576.9932.**

Whether you're a former owner or a current member, we'd love to hear from you. The DeLorean Owners Association is here to build a positive image for the DeLorean automobile. It's our goal to honor the legacy that John DeLorean has left us. Help us commit to that vision.

DELOREAN OWNERS ASSOCIATION 8900 Oak Park Ave. Northridge CA, 91325

FORWARDING SERVICE REQUESTED

PRSRT STD
U.S. POSTAGE
PAID
Van Nuys, CA
Permit No. 357

© DELOREAN OWNERS ASSOCIATION

Take advantage and renew your membership today. Visit us at

www.deloreanmagazine.com

for more information. Offer expires August 31, 2005.

The Lady T

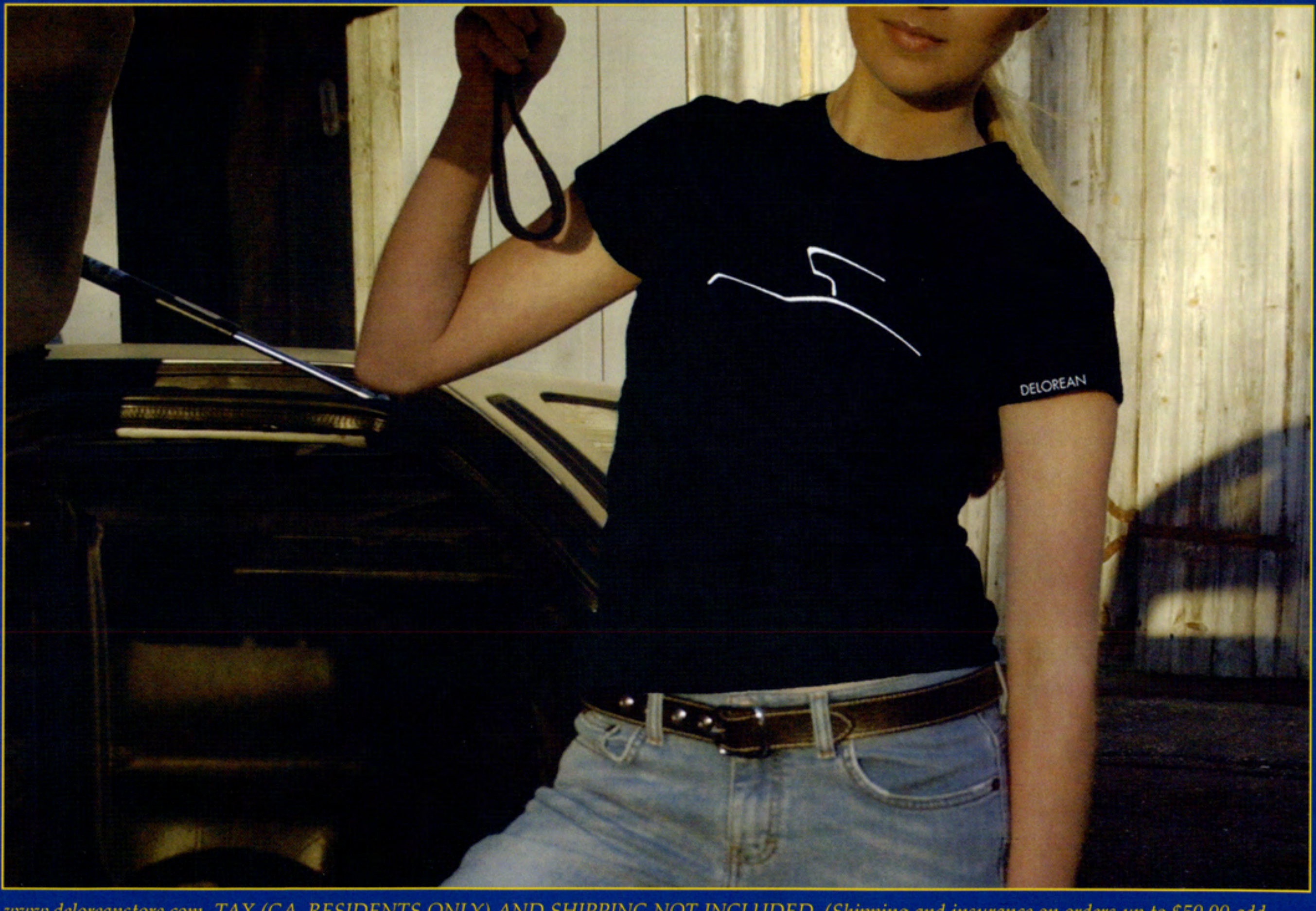
**Preorder now for our August release
and receive a 20% discount on the $25.00 price.**

This high-quality cotton, form-fitting lady's black T-shirt with white embroidered logo is DeLorean attire with style. Classic, sleek and very comfortable, these shirts look great on girls and women of all ages.

Perfect as a gift for your friends and relatives, these shirts will be offered by the DeLorean Owners Association in limited edition for a limited time.

Small, medium and large sizes will be available in August. Order now.

Email your request to *director@deloreanmagazine.com*



www.deloreanstore.com TAX (CA. RESIDENTS ONLY) AND SHIPPING NOT INCLUDED. *(Shipping and insurance on orders up to $50.00 add $7.50; over $50.00 add 15%) International orders pay actual shipping fees. California residents add 8.25% sales tax.* *All items offered subject to stock availability.*

news & GROOVES

from the DeLorean World

The DeLorean Bandit

He struck only once in the early 80s. On a sunny, quiet and peaceful afternoon, the DeLorean Bandit sprinted from a bank in California with a pile of stolen cash and dove into a DeLorean. Police came out with guns blazing as the bandit peeled away from the scene. A high-speed getaway commenced. With police cruisers in hot-pursuit and sirens wailing, the DeLorean accelerated faster and faster through the downtown streets. One could almost hear the *Back to the Future* theme song blaring as the chase unfolded.

Unfortunately for the bandit, the DeLorean's left spindle of the rear axle sheared off the teeth and lost its connection to the wheel. The effect was like throwing the car in neutral. Coasting for a time, the DeLorean soon ended its rampage in a total stop, looking pretty as could be with the engine still running. As for the bandit, they got him.

It was quickly established that the DeLorean was stolen. In fact, the bandit turned out to be a mechanic who had used one of the cars from his shop. Now, with a bullet hole in the left, rear quarter panel and a severed left, rear spindle, the DeLorean's owner was apparently unhappy with the quality of repair and took his business elsewhere. He decided that Don Steger was less likely to steal his car for bank robberies and entrusted him to repair the damaged DeLorean. This Don did, and he never forgot the story. He even remembered the DeLorean Bandit.

"He came to a car show one time and was showing off how quickly he could take the doors apart," Don says, "and how fast he could take the windows out of the car."

It's a shame the unlucky bandit didn't demonstrate his nimble speed in replacing axles, else he might have made a clean getaway.

SPEEDING to Vegas

On the way to Las Vegas for an Association Expo, over a dozen, silver DeLoreans zoomed along the highway in a scattered caravan. A lunch break was scheduled at a casino on the Nevada border, and the cars arrived in the parking lot one by one over the course of a few minutes. A police cruiser followed them in. An officer stepped out. With the drivers gathering, he asked, "I don't suppose you'll tell me which one of you was speeding back there?"

The DeLorean drivers paused and looked at each other. The officer laughed and shook his head. Nobody got a speeding ticket that day.

The Girlfriend Loaner

When Bill Norris won the lottery in 1988, he thought he might buy himself a nicer car. So, in 1989, when he and his girlfriend saw a DeLorean at a car dealership in Phoenix, Arizona, Norris decided to take a closer peek.

Everything looked clean and shiny and Norris giddily purchased the car. The documents were in order, a bill of sale was drafted and he drove VIN 6974 off the lot with his girlfriend driving their other car behind him.

They were heading west on the highway out of Phoenix and toward California when police cruisers suddenly appeared out of nowhere and pulled the DeLorean over. At gunpoint, Norris was forced out of the car, sprawled onto the hood and handcuffed. His girlfriend, following behind, did what any trusting friend would do and hurriedly drove on so as not to get involved.

When asked where he got his pretty car, Norris tried to explain it was a new purchase and showed the officers the bill of sale. Sure. Likely story. All thieves show bills of sale. Norris was arrested and told to watch his head as they stuffed him into the back of a squad car and drove him back to Phoenix.

The confusion was cleared up at the police station when it was determined that the car dealer had recently taken back his DeLorean from his ex-girlfriend without her knowledge. Mistakenly believing the car belonged to her, the woman reported the car stolen. But the paperwork was correct and Norris was let go with a "whoops" and a "hope you visit Phoenix again real soon!" He left Arizona in his new DeLorean a little less giddy and a trifle angrier than when he came.

And Norris' girlfriend? Why she waited loyally at the next exit of the highway for her man. Legend has it that she still waits there today.

THE OFFICER Pardon

Kerry Stark hopped in his DeLorean one day and headed for Williamsport, Pennsylvania to see a friend. He hadn't had the car out in a while and was heavy on the pedal. You just can't drive 50 miles per hour in a DeLorean. While his speedometer only measured up to 85, the needle was maxed.

Half way to his destination, he noticed the blinking lights of police behind him, and he pulled over dejectedly. Opening the gullwing, Stark handed the officer his license and registration and said, "I don't know if it would help at all, but I happen to be a retired police officer from Sunbury."

The officer nodded and went back to his cruiser to check information. He soon came back and cut Stark a courtesy. They spoke about DeLoreans a bit and the officer admitted, "You know, I wasn't even going to clock you, but I saw this low, sleek, silver car and figured 'oh he's gotta be speeding'."

It was the first and only time Stark has ever been stopped.

The Exchange of One

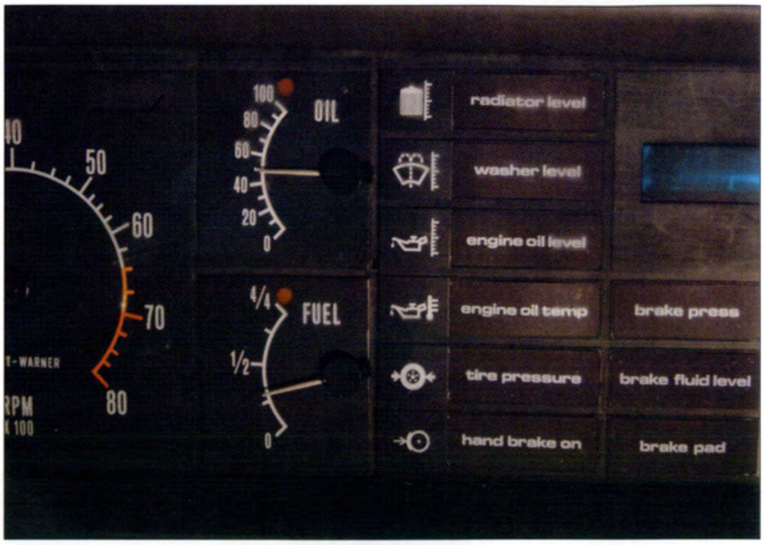
Story: Sascha Skucek
Photos: Tony Ierardi and Bill Yacobozzi

"I don't have any regrets," Bill Yacobozzi says. "It was time."

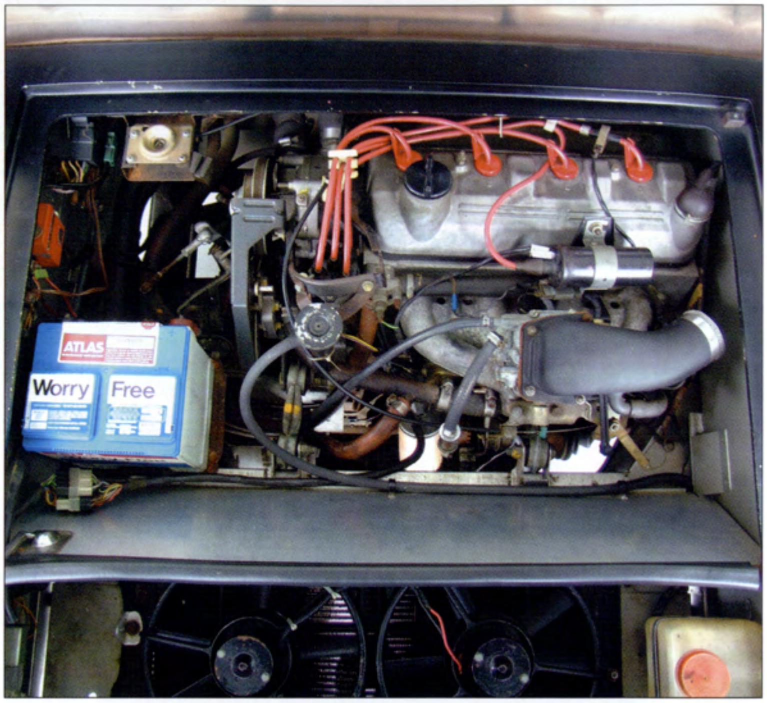
Still, the former lawyer turned real-estate agent admits it was a little discomforting after Prototype 1 left his home[1]. For twenty years, two months and five days, Bill had upheld a daily tradition. He would walk to his garage and acknowledge the rarest DeLorean in the world. But on January 30, 2005, he paused and was forced to gaze at an empty space. For months it has remained empty—as if nothing else except the Prototype could ever belong there.

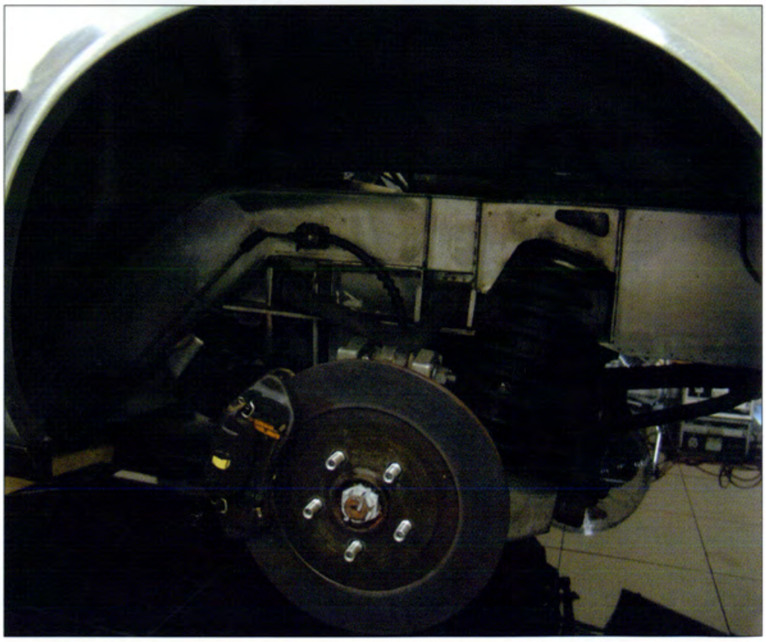
On January 11, Yacobozzi told me he had put the car on *ebay* to see what might happen. "Good luck," I said. "You're about to be flooded with emails."

Bill Yacobozzi sitting in his Prototype one last time.


40
50
60
70
80
-WARNER
RPM
X 100
100
80
60
40
20
0
OIL
1/4
FUEL
1/2
0
radiator level
washer level
engine oil level
engine oil temp
brake press
tire pressure
brake fluid level
hand brake on
brake pad

A very detailed console. Notice the tire pressure gauge.


ATLAS
Worry
Free



A stainless steel prototype, complete with a stainless steel frame.

The auction opened with little hurrah. Within a day, however, phone calls were made, internet chatrooms buzzed and the auction counter quickly registered thousands of hits. The price jumped sporadically, and Yacobozzi's office was barraged with questions…and accusations.

Among the skeptics was Tony Ierardi. He had the frequent habit of checking *ebay* for DeLorean-related items. And there it was: Prototype 1 for sale, complete with pictures from the 2004 summer issue of *dw magazine*.

"I remembered the pictures from the magazine," Ierardi says, "and thought wait a minute. The seller has zero feedback and scanned the pictures."

It's a scam, Ierardi thought and immediately emailed the seller to say he knew it was fake. Yacobozzi received many emails from angry DeLorean lovers. The auction is phony. You're a liar. *ebay* will be informed of this fraud.

A mock auction for "Prototype 2" started on *ebay*, showing a picture of a snow-covered car with a "DMC" plate. But while enthusiasts lost themselves in the growing, negative propaganda, Ierardi started digging deeper for information.

"I called Ed Bernstein," Ierardi says, "and, as usual, Ed gave me the right phone number and information."

I received a call shortly after.

"The next thing I find out," Ierardi says, "Yes, this is indeed for real."

From here, he faced a hard decision. How much would or could he afford for this car. How much to restore it? Could he allow the Prototype to fall into the hands of a private collector—allow to it disappear for another 20 years? For much of his life, Ierardi held a deep connection to the DeLorean automobile. He already owned VIN 6041—a beautiful Concours winning car[2]. Years ago he had sold it—the car he and his father had bought together. It was a heartfelt mistake he later realized after

DMC
DELOREAN MOTOR COMPANY

The Prototype at Ierardi's new DeLorean service facility, DMC Florida (www.dmcflorida.com).

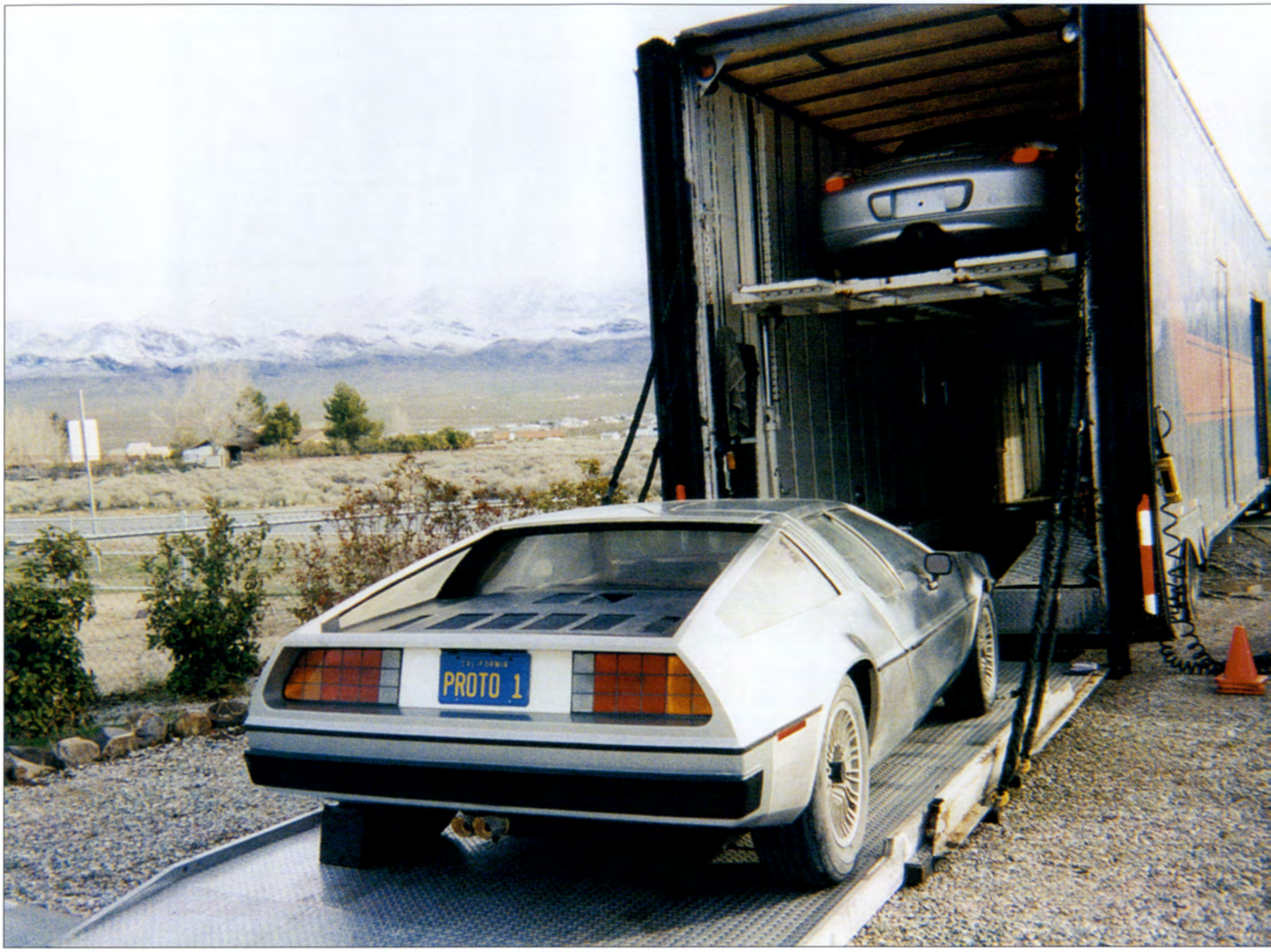
his father died, and Ierardi desperately sought the new owner to buy it back. He had misplaced the information; somehow it had gotten lost over the years. But Bernstein at DeLorean One led him to the new owner, and Ierardi got his car back. Now, Prototype 1 was for sale and the auction was ticking. The bid surpassed $75,000. Ierardi remembered the car from the videos in the late 70s. He had always wondered where it was now—how great it would be to own. This was his chance. Now.

Jay Leno had read the article in *dw magazine* and called Yacobozzi. He was curious and talkative but not really interested in buying the Prototype. With the auction coming to a close and the bid still rising, Yacobozzi spoke at length with Ierardi. Several other parties had expressed serious interest, most notably an executive from Dell Computers. But for Yacobozzi, it wasn't so much about the money as it was about the car's future home. In the end, he took the advice from his sources.

He told Ierardi, "I've heard from people that you're a man of your word. If you say you want to buy this car, I'll take your word and end the auction."

Ierardi committed. Yacobozzi ended the auction early, with a high bid of $96,000 and the reserve not met. The final selling price remained private.

When the transport arrived on January 29, 2005, Yacobozzi felt ready. He knew the



The Prototype on its way to Florida.

Prototype would leave him that day. The transaction was finished. It was time to say goodbye. After a two-decade slumber, the car would be brought back to the public eye. And there was something comforting about that.

"I felt good because I knew it wouldn't be sitting in some executive's garage," Yacobozzi says. "I knew Tony would display it for his business."

The business would become DMC Florida in March 2005. With Ierardi rampant with preparations to open the DeLorean repair facility, he still found time to feel anxious about his new purchase as it spent a week crossing the states. Even John DeLorean had heard about Ierardi's plans and his acquisition of Prototype 1. He was impressed and expressed interest in meeting the young man.

The transport finally arrived a week later, and Ierardi waited impatiently. When the cargo door went up, he was nervous. As the car rolled off the back of the transport, Ierardi felt a little overwhelmed. His mind raced back to the images of the past, and it dawned on him. *This is it.* The first and only surviving prototype[3]. The one they paraded around America in the 70s. The one Johnny Carson sat in.

This was the car that was filled with John DeLorean's vision in 1976. The console was full of gauges, including a tire-pressure warning light that would not be fully-realized for 30 years.

dmc
DE LOREAN MOTOR CO

The affordable and safety-conscious sports car.

"The airbag light, that got me," Ierardi says. "That got a lump in my throat."

With his car DeLorean had envisioned dual airbags and side-impact door beams. He had worked hard to implement his dream for an affordable and safety-conscious sports car. But with the politics, the bureaucracy, the successes and failures of his car company, not everything had made it to the final product. Over time, people might become skeptical of what John DeLorean had tried to do.

"They'd say, 'What airbags? That was just a story,'" Ierardi says. "But no this is the proof. This car exists."

It exists with stainless steel frame and body. A truly rust-free automobile. It exists with tan leather interior, electric clock, Craig stereo, Craig-powered amplifier, equalizer and six speakers.

"And it all still works," Ierardi says happily. "Electrically, everything seems to be fine."

The interior was dusty but surprisingly intact. Ierardi carefully cleaned the leather and vacuumed the interior. He polished the

Plexiglas on the gauge cluster.

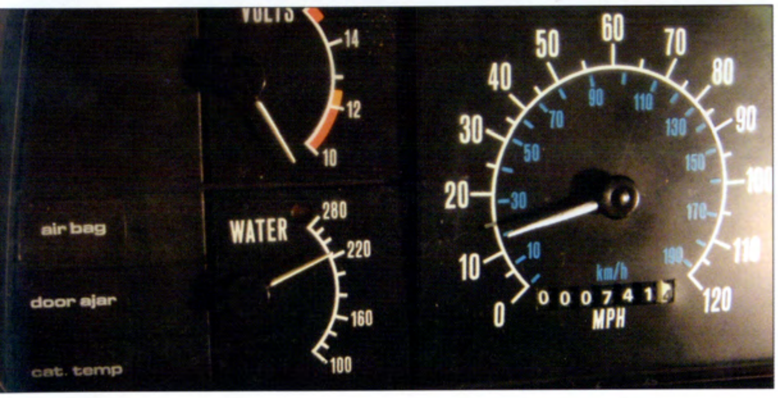
"We used a carpet-cleaner deodorizer to get rid of the horrendous cigarette smell from every DeLorean Motor Company executive, chain-smoking away in the car," Ierardi laughs. "Unfortunately we probably took most of the Carson and DeLorean DNA out."

Now the smell is gone. The interior showed little wear. Mechanically, the car was a different story.

With the fuel cell sealed into the fiberglass mold, getting the car started was a more challenging puzzle. But Ierardi wasn't in a particular hurry. He committed the car to Eurofest in Ireland in 2006—a full year to work on his restoration.

"The car's never been in Ireland," he says. "It'd be great to have it running and on the test track in Belfast."

He also committed the Prototype to Pheasant Run in Chicago that same summer.



Notice the air bag gauge.

"I'll be there, representing the DeLorean Owners Association," he says. "I started with the Association in 1990, and that's all I've ever known. The car wouldn't be where it is today if it wasn't for these people. Between that club and Ed Bernstein and John Truscott and Stephen Wynne, those people have done nothing but protect the DeLorean."

"I want to protect the car and its history," he continues. "I know I'll never lose money on it being one of a kind. But it isn't about the money. This car doesn't really belong to one person. It belongs to the DeLorean world."

Ierardi was thrilled when he heard John DeLorean wanted to meet him. He was prepping his business for the grand opening. He was proud of the thought that he might some day show DeLorean the facility and then look at the polished Prototype and say, "And here's your car."

But a call to his cell phone with the news of DeLorean's stroke caught Ierardi just before the grand opening and forced him to pull to the side of the road. The shock reverberated to all of us. We all paused with Tony. And when DeLorean died the following weekend, he struggled with how to pay his respect. The first week's business was good, but he was ready and looking at airfares to Detroit for the funeral. Finally, in spite of seven customer cars in his facility, he thought of something better.

"As a tribute to DeLorean, I decided we'd close the shop and get the Prototype running," Ierardi says.

The car has two fuel pumps: an electrical one in the fuel cell and a mechanical pump by the engine. Ierardi and his mechanics bypassed the fuel cell with two, one-gallon gas tanks—one for fuel going in and a return line. They turned the engine manually to make sure it was smooth and checked the spark plugs and wires. Everything looked pretty good.

"After all, the car only had 700 miles on it," Ierardi says.

It was the carburetor that worried him. The thing was almost 30 years old. The car would never start. Who knew what would need to be done to it. But when they cranked the mechanical fuel pump and fired the engine, the Prototype awoke and came roaring to life.

"Then it idled," Ierardi says, still in near-disbelief, "and we all just stood there and looked at each other."

They revved the engine and the tachometer went up and then came back down. The car idled again. Prototype 1 hadn't been started in twenty years, two months and five days when Bill Yacobozzi turned the ignition after the Rick Cole auction in 1984.

"I'll be darned," Yacobozzi said when he heard the news and smiled.

---

[1] To read the Yacobozzi story, see *One of a Kind* in Volume 1, No. 4, Summer 2004 issue of *dw magazine*. Or see the story online at www.deloreanmagazine.com.

[2] Read *6041 Comes Home* in Volume 1, No. 4, Winter 2003 issue of *dw magazine*.

[3] Prototype 2 was likely destroyed in Lotus' scrapyard in the mid 90s, according to *DeLorean News*, Number 7, November 1996 and James Espey of DeLorean Motor Company of Houston.

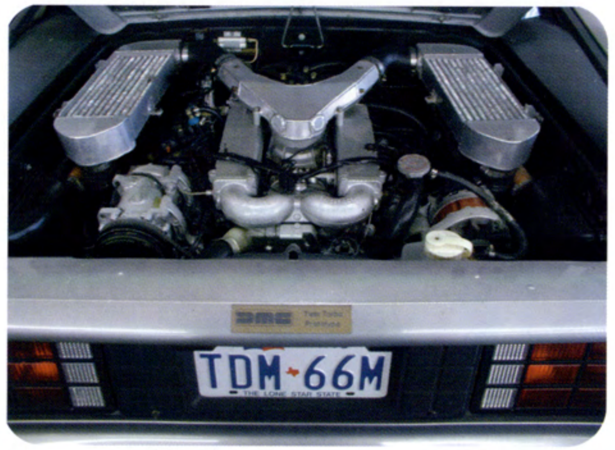
The Restoration of Twin Turbo Legend VIN's #502 and #530

Partially disassembled interior (ha ha) as it looked a couple of days before leaving for the show. Much midnight oil was burned for a month before that one. I'm just about caught up on lost sleep! Notice the single boost gauge as Legend popped single and twin turbo motors back and forth on the few cars available for development like hotcakes on a griddle!

Considerably freshened interior fitted complete with correct boost gauge lifted from #530. We'll deal with that problem later. The left hand door had been re-removed when this picture was taken and the restoration of that vital piece is a story in itself. Stay tuned for the full story in a DeLorean venue near you!

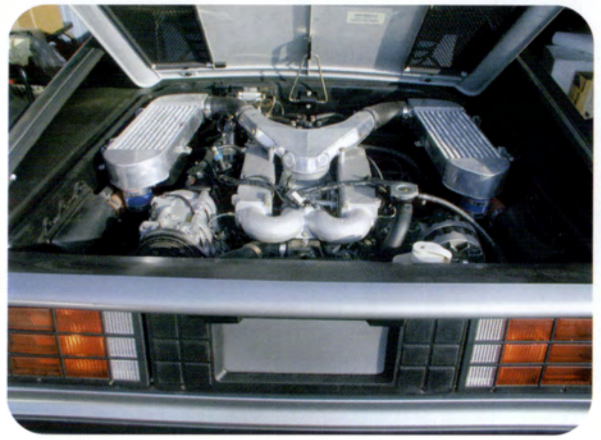
The Legend twin turbo cars were not car show queens. They were work horses built for development of an engine that would establish DeLorean as a performance car builder. The project was successful… but time and the money ran out. Only two of these cars are documented to have survived (VIN #502 & VIN #530 but… rumors of #501 are being investigated) along with a few extra test engines.

Because these cars are very early production cars and were driven hard they both need restoration. PJ Grady Inc. has been lucky enough to acquire both of them over time and we have begun the restoration of these milestone cars. Poor #530, in particular, suffered through years of neglect sitting in a Vermont car junkyard with missing door windows and was partially disassembled when I found it. Pictures of this basket case will have to wait until its restoration is further along. It will be our biggest challenge ever! Big sister #502 was brought in running condition but will require over one hundred additional hours to complete over the approximately two hundred already invested. All pics here are of #502. There were literally 100's of small dents and imperfections to repair on this car. Over half of that time was spent removing, straightening and re-graining the stainless body panels.



***Before:** Check out the rebuilt alternator, incorrect fascia emblem and generally tattered appearance of engine bay ancillaries. A full rebuild would have to wait until after its car show debut at Pigeon Forge T. N. 2004 because Fred Dellis, CEO of Legend Industries, was scheduled to give the keynote speech on Sunday. The car had to be there for this event.*

Many early VIN # parts were superceded on later cars and correct replacement parts are sometimes very hard to find. We have bought many dealer parts inventories through the years and have retained some crucial superceded parts for projects like these. The Legend program also created many unique parts that are impossible to find unless you happened to be at the auction of Legend's assets in 1982.



***After:** Correct NOS alternator fitted, fascia replaced sans emblem, and quick removal (relatively speaking!) of intake plumbing for cleaning and refinishing for Pigeon Forge. This will give way to an engine rebuild and frame off restoration scheduled for next winter.*

Fortunately for me I was there and bought many of the spare parts that were available without knowing if I would ever need them! I didn't have enough money for any cars so that would have to wait until much later! I bought VIN #530 in 1994 and VIN #502 in 2001 and our restoration team has begun restoring both cars. We are documenting the restoration process and have already learned many of the production differences and changes made through the 500 VIN range of cars. A fascinating aspect of the restoration process is that these early cars have many unique features that should be properly chronicled.

The fact that we have the experience and capability to properly restore these rare DeLoreans makes the prospect of restoring your DeLorean much less daunting. If you wish we can document your restoration with the same care we give to these ultra rare cars! When you're ready to make your DeLorean better than the day it left the factory we hope you'll entrust your restoration to our experienced hands.

- ***Robert Grady***

The right quarter panel has an incorrect plexiglass window instead of the original black painted sheet aluminum used to accommodate the inlet duct. Previous owner also painted wheels gold and added after thought "Twin Turbo Prototype" emblem to the misaligned and wavy rear fascia.

On the left is the aluminum inset panel that we fabricated to replace incorrect plexiglass quarter window. On the right is asbestos NOS Legend muffler heatshield used to replace tired original.

Aluminum quarter inset panel fitted, correct wheels and NCT tires installed, and unsalvageable fascia replaced and correctly aligned. Notice missing rear glass upper finish panel, quarter rubstrips and valance panel. This is as #502 appeared at Pigeon Forge 2004 as time constraints dictated a few parts be left off.

PJ GRADY

DELOREAN SALES, PARTS, SERVICE AND RESTORATION
118 Montauk Highway, West Sayville, NY 11796

PARTS ORDER LINE:
800-350-7429
website: pjgrady.com

TECH INFO LINE:
631-589-6224
e-mail address: info@pjgrady.com

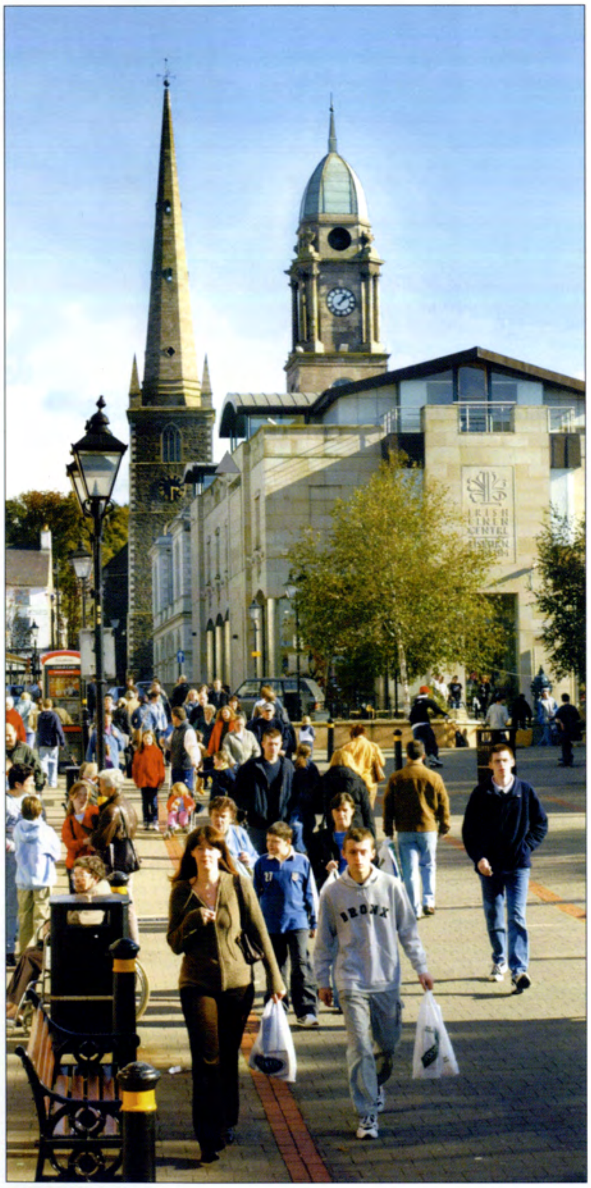
FAX:
631-589-6241

Lagan Valley Island

LISBURN

a city for everyone

Story: Robert Lamrock
Photos courtesy of the Lisburn City Council



Bow Street–Lisburn Museum

Set in Northern Ireland's beautiful Lagan Valley, Lisburn is a city where DeLorean owners feel right at home. For it was within the city's suburbs at DMC's Dunmurry site that the gullwing car was born almost 25 years ago.

And it is within Lisburn's magnificent art and cultural center—the Lagan Valley Island Centre—that the 25th anniversary will be marked with a very special commemorative dinner on Saturday, May 27 as part of Eurofest in 2006.

Less than a 20-minute drive from Belfast, Lisburn is a bustling modern city[1] which offers superb sight seeing, shopping and entertainment. The surrounding countryside is punctuated with many picturesque towns and villages, including the beautiful Georgian villages of Hillsborough and Moira.

For hundreds of years, Lisburn's strategic location on the River Lagan made it an important economic hub linking Belfast and Dublin. As a result the area boasts many fine historic monuments and sites including Hillsborough Castle[2], a number of 12th century Norman strongholds and the Giants Ring, a stone formation dating back to 3000 BC.

John DeLorean is just one of the city's famous former residents. Lisburn was also home to Harry Ferguson the noted engineer and inventor of the Ferguson Tractor, Sir Hamilton Harty the organist and composer, John Ballance who became New Zealand Prime Minister and Alexander T. Stewart, founder of the Garden City in New York.

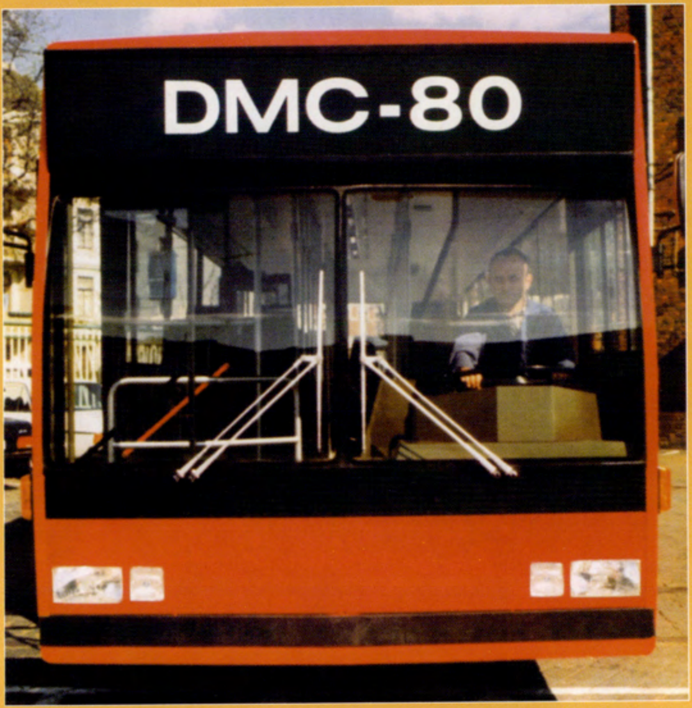
For more information on Lisburn please log onto *www.visitlisburn.com.* If you've never been to Ireland, Eurofest will offer a beautiful and exciting opportunity. And for those of you that have, you already know what fun it is to visit. We look forward to seeing you. Please visit our new website, *www.eurofest2006.com* for all the latest details and events.

---

[1] City status was conferred by Queen Elizabeth II in the spring of 2002 as part of the Golden Jubilee celebrations.

[2] The official residence of the Secretary of State for Northern Ireland and visiting members of the Royal family.

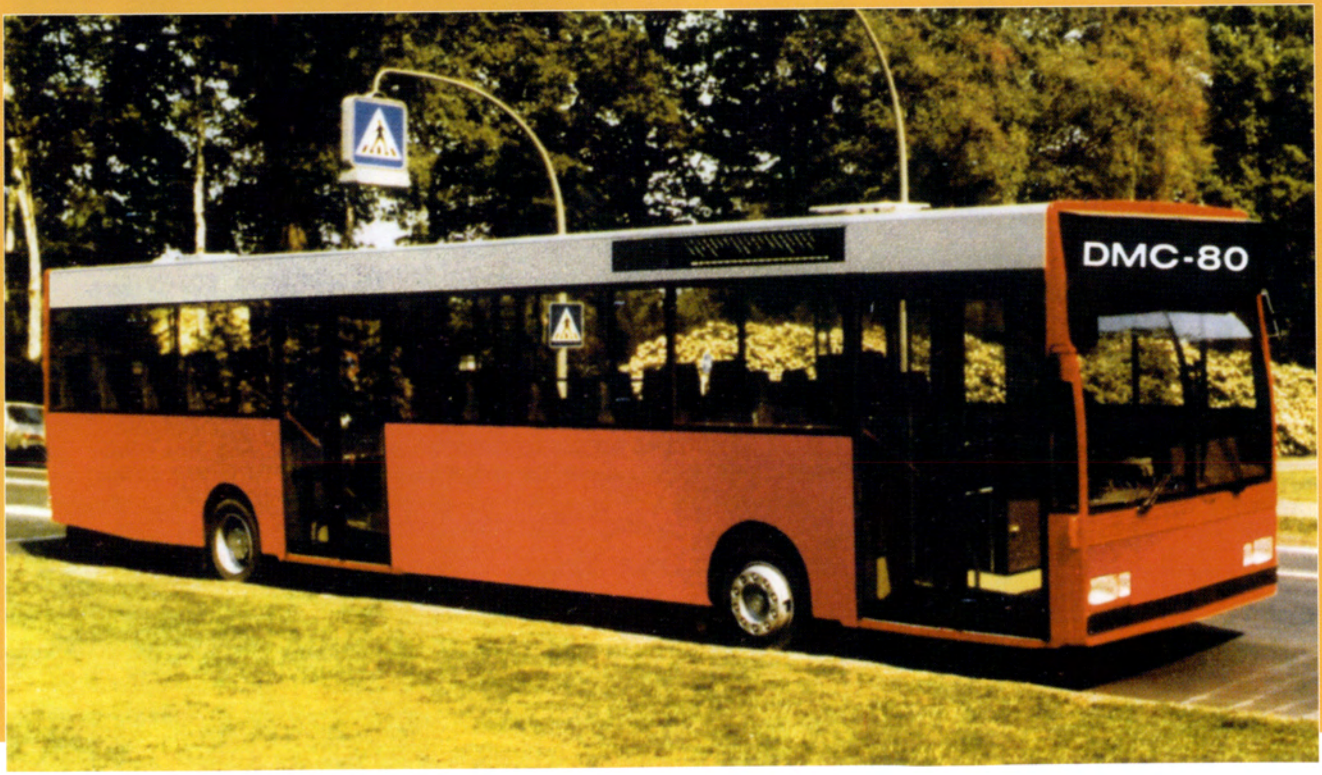
The DeLorean Bus



Yes, John DeLorean was into sports cars. And buses. Before it was abandoned in the fall of 1981, DeLorean Motor Company had created a brochure.

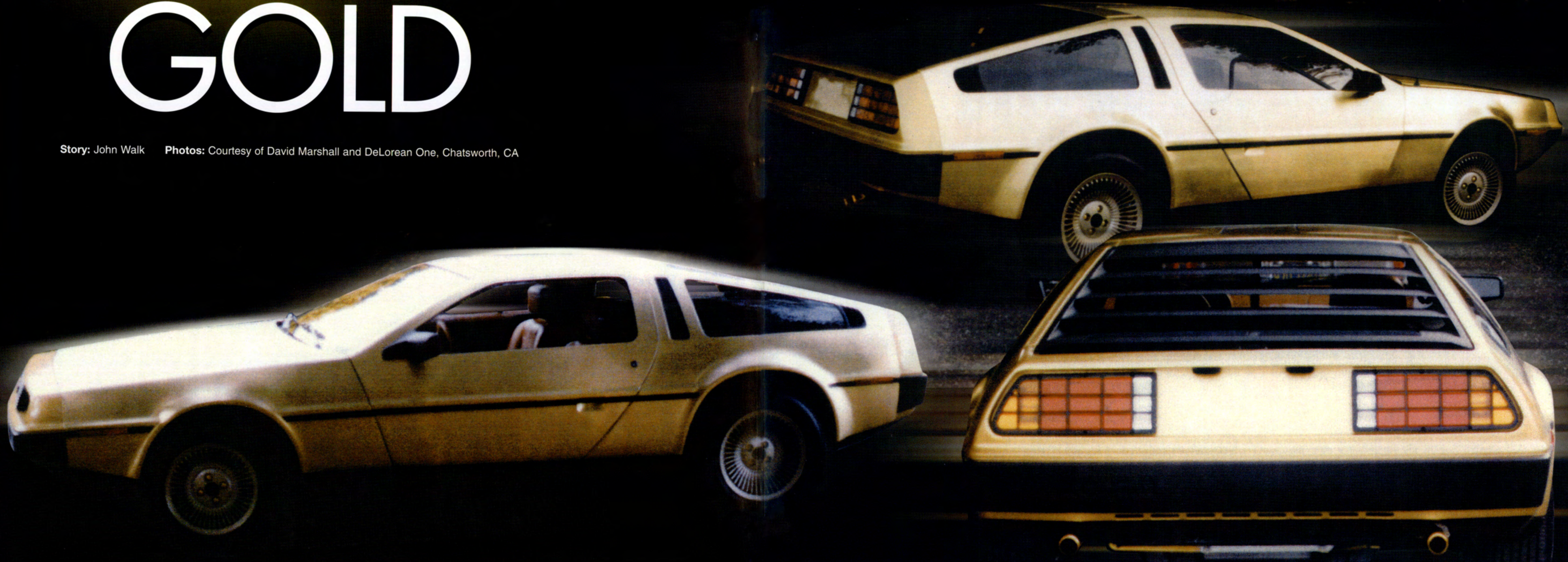
"The low floor and wide doors of the DMC-80 will provide rapid and effortless egree for all passengers, including the elderly," the brochure said.

Boasting easy maintenance, fail-safe ventilation and rugged, long-life construction, DeLorean Motor Company almost entered the public transportation business. But with the sports car taking a turn for the worse, budget and man-power was diverted away from the DMC-80.



GOING GOLD

Story: John Walk **Photos:** Courtesy of David Marshall and DeLorean One, Chatsworth, CA



It was on sheer sentiment that David searched the internet this past winter for information on his father's gold DeLorean. The last the family knew, it had been given to the William F. Harrah Automobile Foundation. The owner, Sherwood Marshall, had not seen his DeLorean since 1983 when his wife, Maureen, drove it to the back of a transport, prepping it for its journey to Harrah's Automobile Museum, where it remained on loan until 1986. At the time, the couple lived in San Francisco. Marshall was involved in building, starting up and then selling convalescent hospitals and retirement centers.

Maureen had first seen DeLoreans advertised in *Harper's Bizarre.* She showed her husband.

"He wanted a car just to go down to the office which was about six minutes away," Maureen says, "and he thought the DeLorean would be great. It didn't have to be painted. It got good mileage, and he wanted a sports car."

But Marshall had seen some advertisements of his own, particularly one in the 1980 American Express Christmas catalog[1]. Sure it was pricier; but it was prettier. After all, why go steel when you can go gold? Without his wife's knowledge, he put one gold DeLorean on his American Express card. Little did he know that he would receive the very first of the proposed 100-limited-edition, gold DeLoreans.

At the factory in Ireland, orders were taken for ony two gold cars. The second was purchased by Roger Mize, a banker in Texas. His secretary, Kate

GOING GOLD

Cadillac
USED
CARS

A Cadillac dealer (left) near San Francisco International Airport presents the keys of the gold DeLorean to the Marshalls.

Owens, thought it would be oh-so-funny if her boss bought the car, and she teased him to get one. Mize considered the matter for a time and finally decided that gold was a good investment. In 1980 dollars, one gold DeLorean cost $85,000—mere peanuts, equivalent to $215,871 in 2005[2]. The flamboyant C.R. Brown, vice-president of marketing, lavished the cars as a bargain, saying that each represented a loss to DeLorean Motor Company in the tens of thousands of dollars. While the idea was tantalizing, the hype couldn't match the company's ambitious projections.

With 100 gold cars a pipe dream, the factory assembled the dynamic golden duo, under guard and purchased one spare set of electroplated, 24 karat gold panels. These were a precaution, in case a reckless, speeding new owner put a teeny, tiny ding into the body. Of course, everything can be fixed, as Sherwood Marshall was told on the phone. Replacement front wheels cost only $318, rear wheels $364, fascias a petty $778, and the quarter panels a simple $4,705. To replace the T-panel cost $5,984, fenders cost a smidgen $5,990, and the door panel cost a pittance really—a bargain at $24,286. In 2005 money the equivalent rates are $807, $924, $1,975, $11,949, $15,197, $15,212, and $61,678 respectively. Had a clever thief left nothing but a shell of the DeLorean, total gold replacement would have cost $78,866—or over $200,000 today.

By 1981, Marshall had more or less forgotten about it until he received a call from New York.

---

[1] The DeLorean featured in the catalog was not production. With sliding windows and oddly-placed parking lights, the car was in fact a preproduction model. The car was colored gold in the pictures.

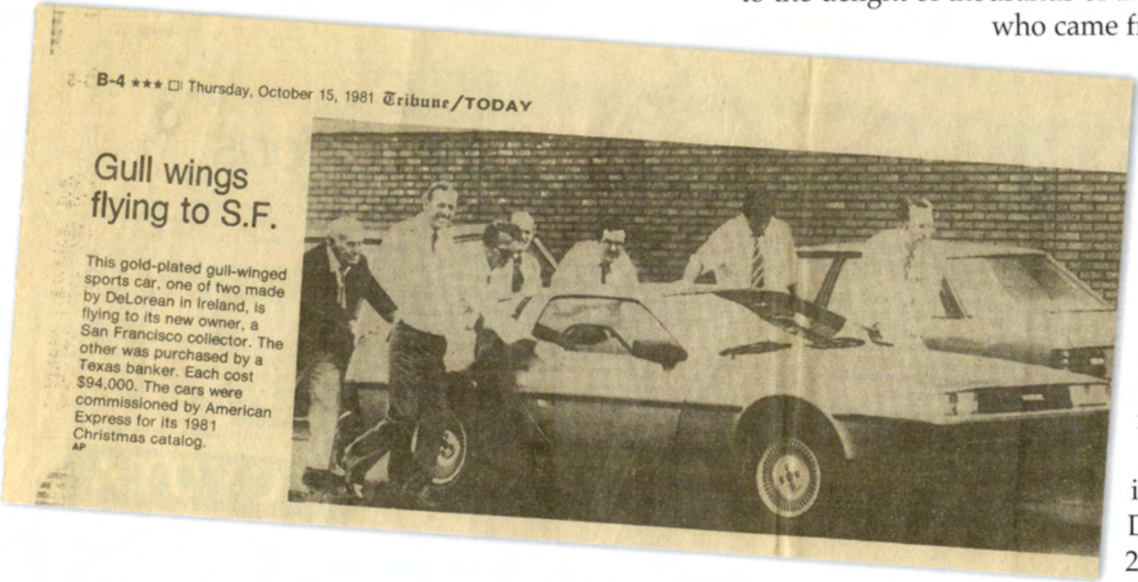
[2] According to the Consumer Price Index.

A man cheerfully asked him where he would like his gold DeLorean.

"I asked when the car would be delivered," Marshall says, "and he said it would take three days."

When Marshall realized the car was in Ireland, he asked how that was possible. The man told him they would fly the gold DeLorean right to him. All he needed was the name of a dealership that could take delivery.

A Cadillac dealer near San Francisco International Airport said they'd be happy to receive it. On October 12, 1981, the Marshalls were presented with the keys to gold DeLorean SCEDT26T0BD004300 and drove it off the lot. The idea of storing the car as a collectible didn't occur to them. It was meant to be driven.



B-4 ★★★ ☐ Thursday, October 15, 1981 Tribune/TODAY

Gull wings flying to S.F.

This gold-plated gull-winged sports car, one of two made by DeLorean in Ireland, is flying to its new owner, a San Francisco collector. The other was purchased by a Texas banker. Each cost $94,000. The cars were commissioned by American Express for its 1981 Christmas catalog.
AP

"It really was a great car to drive," Marshall remembers. "It was low to the ground and had lots of zip. It ran beautifully."

"We drove it in San Francisco," Maureen says. "We drove it to Monterey and to Sonoma where some friends of ours had a winery."

For five months they drove gold in California. Everywhere they stopped—at traffic lights, parking lots and along streets, crowds would form.

"That was the problem," Maureen says.

Privacy is a luxury more-afforded to those that don't own DeLoreans, and gold made it worse. Still, the Marshalls zipped along the roads for five, happy months, despite their growing worries that vandals might try to scratch the metal.

Gold DeLorean VIN 4301 enjoyed a less active legacy. Upon receiving it that same October, Mize promptly directed the removal of the front doors of Snyder National Bank in Snyder, Texas and had the car rolled into a glass vault. The DeLorean promptly took a nap for 24 years, snoring silently to the delight of thousands of awed onlookers who came from all over the world. In 2004, Mize's daughters donated the car to the Petersen Automotive Museum in Los Angeles where it currently sleeps with only seven registered miles.

A third, infamous gold DeLorean, VIN 20105, with its off-tinted, passenger-side door panel, found its way into the possession of Carl Winters, who still owns it today. Disputed by some, the car has the reputation as being the last DeLorean ever produced[3]. Purists claim it's not one of the factory-built gold cars intended for the American Express promotion. But some argue that three sets of gold panels were made and three gold cars were built. Consolidated International raffled the car off on December 16, 1985 and reported four million entries. A draftsman named Charley Greene won and quickly sold the DeLorean to Harry Kaufman Motorcars in Milwaukee, Wisconsin. A representative was sent

---

[3] Disputed because while it received the last Vehicle Identification Number, it probably was not the last DeLorean of the line to be put together.

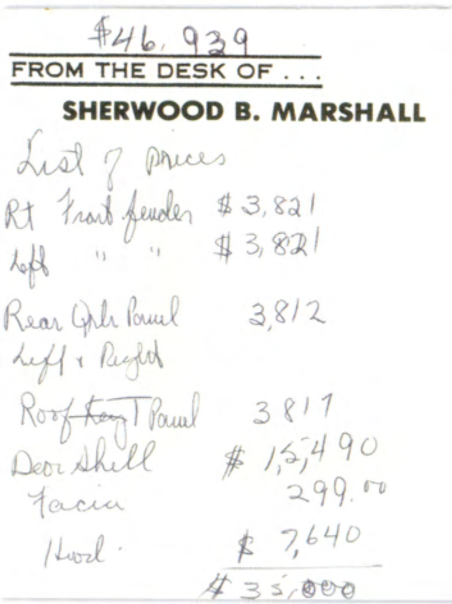
GOING GOLD

to Columbus to drive the DeLorean back personally. Through a snowy blizzard, the car covered almost 450 miles that day. By the time ownership passed to Winters, the DeLorean had 605 miles and was never officially registered.

Today, the Marshall DeLorean resides in the National Automobile Museum in Reno, Nevada with 1,441 miles. Most were driven by Sherwood Marshall. The museum proudly displays the car as one of its feature exhibits.

Back in April of 1982, State Farm Insurance informed Marshall that they could not be responsible to a hunk of mobile gold. Another carrier said they'd insure it if the Marshalls didn't drive it. With dwindling options, a nephew who worked for the Harrah Collection said the museum would love to borrow it for display. After the appraisal reached $175,000, Marshall donated the car to the William F. Harrah Automobile Foundation in 1986 and took a tax credit.

Almost 20 years later, his son David came upon the DeLorean Owners Association and the minature Sunstar model while searching the internet. He spoke to his father, now 88 and jokingly suggested the model as a Christmas present. Marshall pulled out his American Express card, the same one he'd used in 1980, and offered to buy it. But David bought the model for his father. He and Maureen shared their fond memories of the gold DeLorean with the family. Their smiles reflected back to the first day they saw VIN 4300 at the San Francisco Cadillac dealer, where they unknowingly became part of the DeLorean legacy.



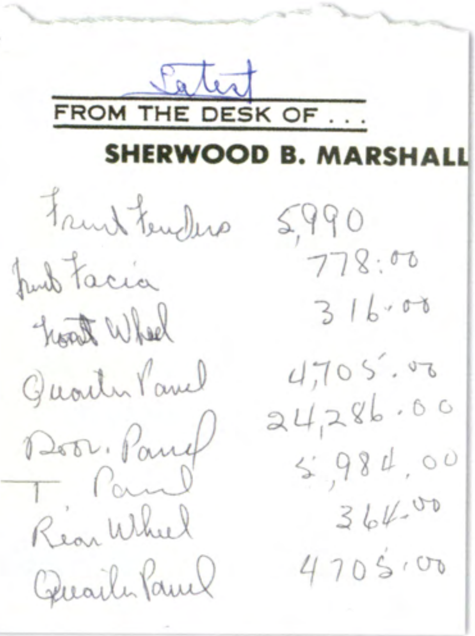
$46,939

FROM THE DESK OF . . .

SHERWOOD B. MARSHALL

List of prices

Rt Front fender	$3,821
Left " "	$3,821
Rear Qtr Panel Left & Right	3,812
Roof ~~Tang~~ T Panel	3811
Door Shell	$15,490
Facia	299.00
Hood	$7,640
	$35,000

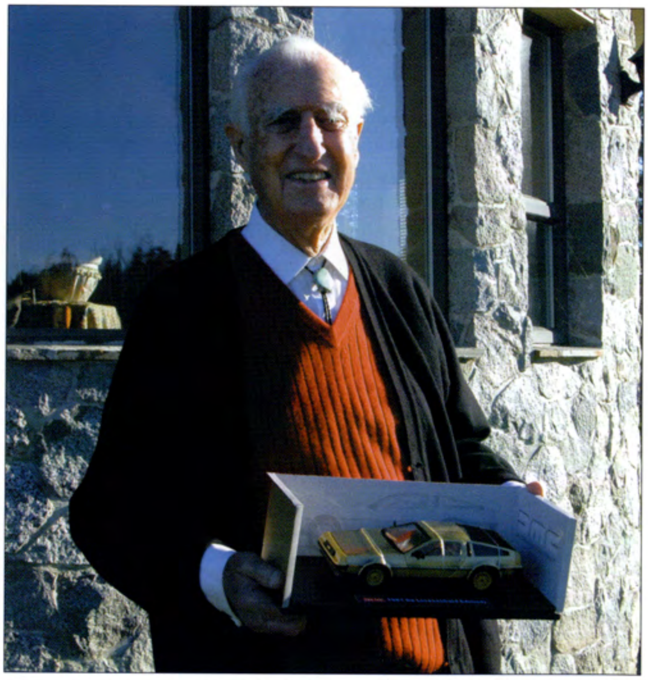


Latest

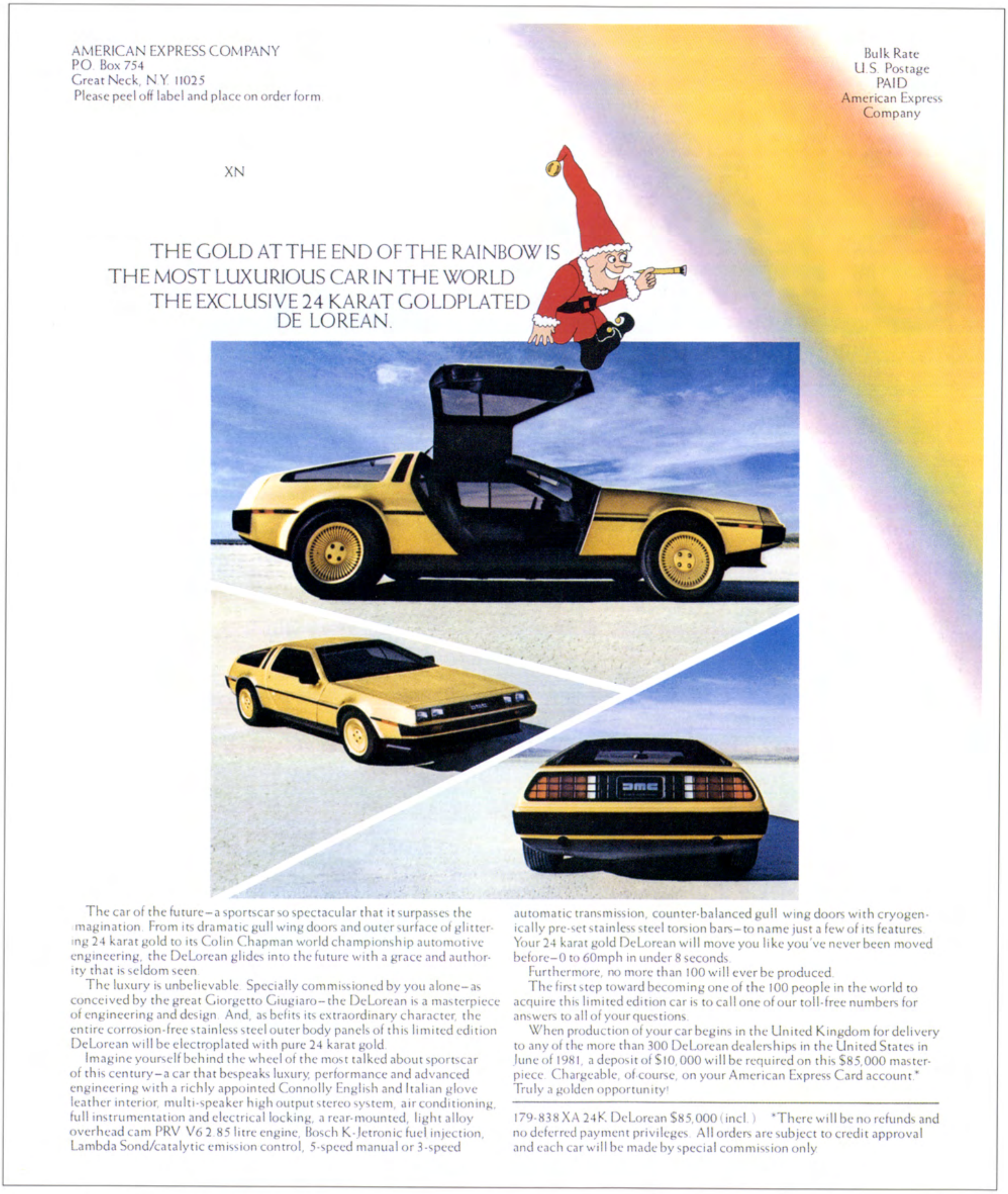
FROM THE DESK OF . . .

SHERWOOD B. MARSHALL

Front Fenders	5,990
Front Facia	778.00
Front Wheel	316.00
Quarter Panel	4,705.00
Door. Panel	24,286.00
T. Panel	5,984.00
Rear Wheel	364.00
Quarter Panel	4705.00



Sherwood Marshall at 88, holding the Sunstar model DeLorean.



AMERICAN EXPRESS COMPANY
P.O. Box 754
Great Neck, N.Y. 11025
Please peel off label and place on order form.

Bulk Rate
U.S. Postage
PAID
American Express
Company

XN

THE GOLD AT THE END OF THE RAINBOW IS
THE MOST LUXURIOUS CAR IN THE WORLD
THE EXCLUSIVE 24 KARAT GOLDPLATED
DE LOREAN.

The car of the future—a sportscar so spectacular that it surpasses the imagination. From its dramatic gull wing doors and outer surface of glittering 24 karat gold to its Colin Chapman world championship automotive engineering, the DeLorean glides into the future with a grace and authority that is seldom seen.

The luxury is unbelievable. Specially commissioned by you alone—as conceived by the great Giorgetto Giugiaro—the DeLorean is a masterpiece of engineering and design. And, as befits its extraordinary character, the entire corrosion-free stainless steel outer body panels of this limited edition DeLorean will be electroplated with pure 24 karat gold.

Imagine yourself behind the wheel of the most talked about sportscar of this century—a car that bespeaks luxury, performance and advanced engineering with a richly appointed Connolly English and Italian glove leather interior, multi-speaker high output stereo system, air conditioning, full instrumentation and electrical locking, a rear-mounted, light alloy overhead cam PRV V6 2.85 litre engine, Bosch K-Jetronic fuel injection, Lambda Sond/catalytic emission control, 5-speed manual or 3-speed automatic transmission, counter-balanced gull wing doors with cryogenically pre-set stainless steel torsion bars—to name just a few of its features. Your 24 karat gold DeLorean will move you like you've never been moved before—0 to 60mph in under 8 seconds.

Furthermore, no more than 100 will ever be produced.

The first step toward becoming one of the 100 people in the world to acquire this limited edition car is to call one of our toll-free numbers for answers to all of your questions.

When production of your car begins in the United Kingdom for delivery to any of the more than 300 DeLorean dealerships in the United States in June of 1981, a deposit of $10,000 will be required on this $85,000 masterpiece. Chargeable, of course, on your American Express Card account.* Truly a golden opportunity!

179-838 XA 24K DeLorean $85,000 (incl.) *There will be no refunds and no deferred payment privileges. All orders are subject to credit approval and each car will be made by special commission only.

The American Express Catalog promotion. The DeLorean used in the images is in fact the preproduction DeLorean colored gold. Notice the horizontal, sliding windows. All the gold DeLoreans have production, electric, toll-booth windows.

SIMPLY...

The best in the world.

DELOREAN ONE

Commit to the vision.
DELOREAN

dw
magazine

www.deloreanmagazine.com

SASCHA SKUCEK
Editor

JAN DETANNA
Design/Production
Creative Link, 2902 Mountain Pine Drive, La Crescenta, CA 91214 818.957.1976

TONY HILGER
Magazine Director
director@deloreanmagazine.com 949.218.2058

NATALIE HUFF, RICHARD MAHER, JOANNAH PURNELL
Contributing Editors

DAVID JOHNSON, ROBERT LAMROCK, SASCHA SKUCEK,
JOHN WALK, ALEX WOLFF
Contributing Writers

JIM BATES, PATRICIA COLLINS, TONY HILGER, TONY IERARDI, FRANK ILEM JR., DDS,
DAVID JOHNSON, ROBERT LAMROCK, DAVID MARSHALL, ALISTAIR McCANN,
BLAINE PURNELL, SASCHA SKUCEK, KERRY STARK, JOHN WALK, ALEX WOLFF, BILL YACOBOZZI
Photographers

Contributing Photographic Sources:
The Canton Classic Car Museum, DeLorean One, The Lisburn City Council,
Sherwood Marshall, Mark Shearer and his DeLorean, Kerry Stark
Special thanks to the Milton Police Department in Pennsylvania.
Thank you also to the Boalsburg Mansion in Boalsburg, PA for allowing us to shoot on location.

Advertising:
JAMES HALES, 2651 Altamira Drive, West Covina, CA 91792 626.965.5190

Products:
THE DELOREAN STORE, 1617 Del Valle Avenue, Glendale, CA 91208

Cover:
PATRICIA COLLINS
Patricia Collins Photography, State College, PA 814.404.5070

Logo Design:
Tony Hilger, Hilgerhouse, 7 Hydrangea St., Ladera Ranch, CA 92694
Deborah Johnson, Artistic Inprint, 129 Farm Hollow Lane, Mifflinburg, PA 17844 570.966.3745

Models:
JAMES AU JR., JAMES AU III, OFFICER ROBERT GRAHAM, JESSICA SEPRISH

Membership/Subscriber Service:
JOHN TRUSCOTT
DeLorean Owners Association
879 Randolph Road, Santa Barbara, CA 93111 805.964.5296

editor's comments

by Sascha Skucek

"How could you take out that beautiful car on an awful day like this?" a man asked me as he came into the store.

My DeLorean waited patiently outside the gas station. The radiator grille was frozen together and snow covered the front end. The heat from the low-beam headlights had melted the oncoming sleet, but the unused high beams were blocked by ice.

When I'd left Pennsylvania the skies had been blue. Sunlight glitzed off the DeLorean and streamed through my windows as I drove west. The weather turned gray and drizzly as I turned north. By the time I reached Michigan, snow and sleet filled the air. It lay on the roads sporadically. At times, water became indistinguishable from ice.

Coming around the ramp onto I-75, I lost traction, and the rear-end of the DeLorean curved around until the nose pointed towards the cement blocks on my left side. To my right lay a ditch, and the car behind me was too close to stop. *This is it then,* I thought and took my foot off the gas. I turned the wheel slightly to the right and braced myself for impact. In that moment, I felt no fear or panic. I knew that the shell of the DeLorean would absorb the damage and prevent any serious injury to me. But I felt a sadness from deep within that I can't quite explain now—like I had reached the end of a great journey.

Three years I've owned the DeLorean, and this was only its second trip. The first had taken nine months and 18,000 miles. It had ended with John DeLorean in Morristown. Now, after two years, I had prepped the car to see the man again—but this time for his funeral in Detroit. I had almost made it when I lost control.

But all of the DeLoreans that were compelled to drive to the funeral made it that day. For me, the wheels suddenly gripped the road again, and I controlled the nose back to the right and onto the highway. It was only afterwards that my heart pounded in my ears, and my legs froze.

And it was a short time later when I stopped for gas that the man entered and asked the question.

"Out of respect for the man who built that car," I said, "I had to."

Sascha Skucek, Editor
20229 Nordhoff Street
Chatsworth, CA 91311
814-237-4692
editor@deloreanmagazine.com

news & GROOVES
from the DeLorean World

HOW FAST?

"Yes, I'd like it fast, with sprinkles, whipped cream and a cherry on top."

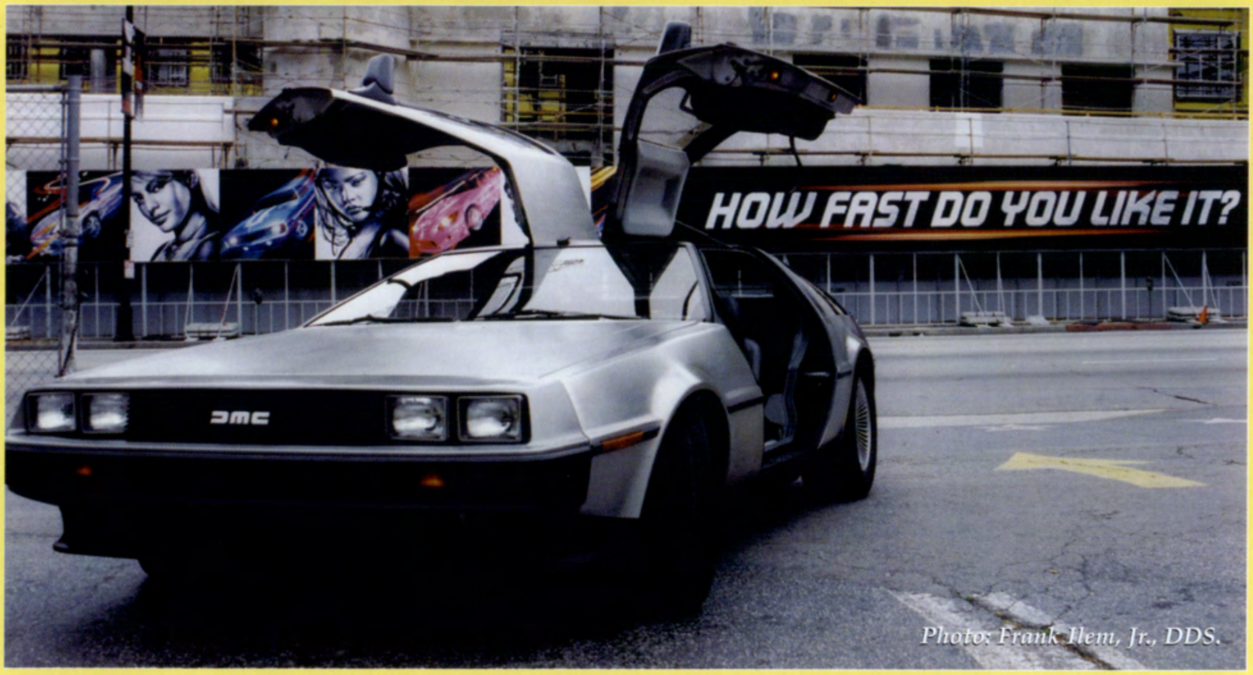


Photo: Frank Ilem, Jr., DDS.

PERMA FRAME

We build the PermaFrame, a Stainless Steel replacement frame for your DeLorean. This is the product that many people believe should have been standard on the DeLorean. In addition to the PermaFrame, we also make Stainless Steel replacement trailing arms, front lower control arms, front upper control arms, heat stoves, and more. Visit our web site for more information and photos or give us a call for more information.

Phone 630 - 293 - 0945
Fax 630 - 293 - 0944

www.pearce-design.com

PDC
PEARCE DESIGN COMPONENTS

DELOREAN OWNERS ASSOCIATION
BOARD OF DIRECTORS

Jon Spurlin, *President*
Tony Hilger, *Vice President/Magazine*
Joan Truscott, *Treasurer*
John Truscott, *Membership/Technical*
Marcie Haug, *Parliamentarian*
Jim Hales, *Advertising*
Ray Haug, *Internet/Products*
Millie Bernstein, *Mailing*
Linda Porter, *Activities*
Dorothy Gates, *Concours d'Elegance*
Beverly Benedikt, *Director at Large*
Bob Benedikt, *Director at Large*
Delores Hales, *Director at Large*
Debbie Spurlin, *Director at Large*

ARE YOU INTERESTED IN JOINING THE BOARD OF DIRECTORS?
Please email editor@deloreanmagazine.com or call 814.237.4692 for more information.

classifieds

CLASSIFIED ADVERTISING

To place a classified ad in ***dw*** magazine or on our website, membership in the Association is required. Include your membership number when placing an ad. Annual membership in the Association is $72.00. To join, call our **Membership Data Center at (805) 964-5296.** Or, join online at our website, **www.delorean-owners.org**

To place a classified ad in *dw* magazine:
The rate is $.80 per word, and **there is a four edition minimum.** Example: 20 words x $.80 = $16.00 x 4 = $64.00. (There is a minimum charge of $5.00 per edition for ads that have less than seven words.) If your advertised item sells after the first insertion, and you notify us, we will refund the cost of the remaining insertions. We will also publish a one column wide photo of your item for an additional charge of $50.00 per edition.

Photo Ads:
You can include a black and white photo of your advertised item in your classified ad. You have a choice of two photo sizes: one column wide (2 1/4" wide) for an additional $50 or two column (4 5/8" wide) for an additional $100.

To place a classified ad on the Association website:
The costs and conditions for placing an ad on our website are the same as for ***dw*** magazine however, your photo can be full color on the website and you can place your website ad at any time.

Payment:
All ads must be paid in advance. To place your ad and to make payment, call or fax (626)965-5190, or e-mail to: advertising@delorean-owners.org or mail to James Hales, Advertising Director – 2651 Altamira Drive, West Covina, CA 91792. Include everything you want in your ad, your credit card account number and the expiration date. If you are paying by mail, include a check payable to the **DeLorean Owners Association.**

DELOREANS FOR SALE

1981 DeLorean, Vin # 1331, automatic, black interior, 7047 actual miles, bought new in Midland, Texas and carefully warehoused in San Angelo, Texas. Has the desirable gas door and grooved hood, and the original Goodyear NCT tires look like new. Complete with the Bill of Sale, Certificate of Title issued 8/14/1981 and Window Sticker, all original, plus assorted books and paperwork. THIS CAR IS FOR THE SERIOUS COLLECTOR. $38,500. Call Michael Agan, 800-588-8001

1981 DeLorean, VIN #2406, One owner, 2,000 miles, automatic. Black interior, show quality. Trophy winner. $24,000 obo. 847-940-7777

1981 DeLorean, VIN #2015. Automatic, black interior, 7,000 miles by original owner; garaged, excellent condition, $21,000. Stan Rogers, Vancouver, WA 360-896-6955 or stan@infinity.com

1981 DeLorean, VIN #2620, automatic, black interior, 22,000 miles, excellent original, new tires, never damaged and now in storage. Must sell. $16,500 obo. 540-434-3465 or 540-487-7670

1981 DeLorean, VIN #0836, 5-speed, black interior, good condition. Early production car with gas door and grooved hood. Priced to sell at $12,900. 949-559-0558 or BEARMOOSE @worldnet.att.net

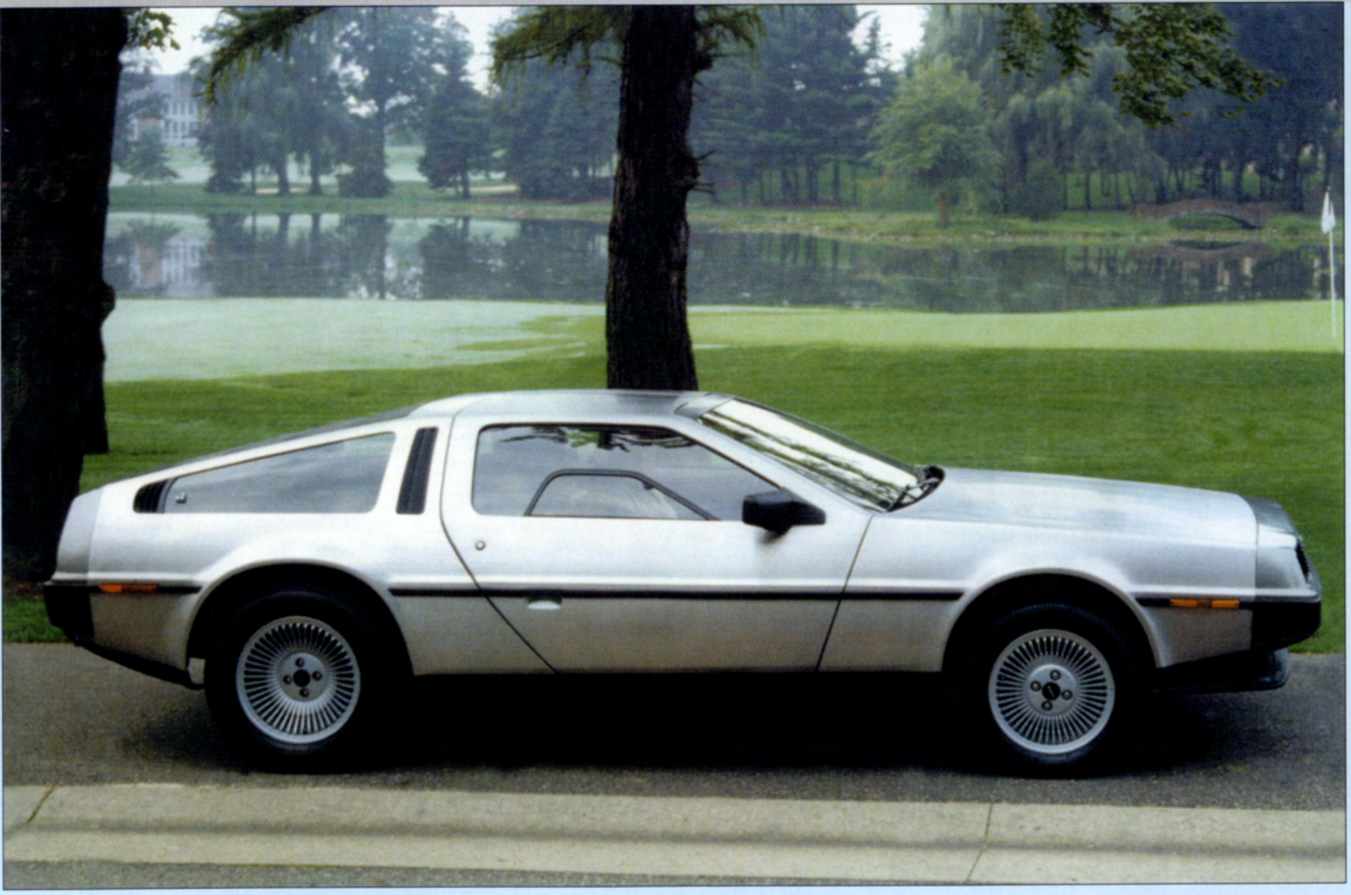
1981 DeLorean, VIN #1044, 5-speed, black interior, 7,600 miles, rebuilt fuel system + extras, $18,000. Minnesota. 952-944-9884 or PmPete@msn.com

1982 DeLorean, VIN #10644, 5-speed, 28,000 miles, grey interior, always garaged, excellent condition, $21,000. Ohio. 614-529-8146.

MISCELLANEOUS

Serious memorabilia collectors only - seven of the eight original factory binders-included are thirty-one service bulletins never published by the factory. Contact Dick Shipman at 310-474-8194

The Carson Recall



During the last weekend of February in 1982, talk-show host Johnny Carson was pulled over while driving his DeLorean in Beverly Hills. He was arrested for driving under the influence, and the story made national headlines. A few days later on *The Tonight Show*, Carson said, "I regret the incident, and I'll tell you one thing—you'll never see me do that again."

Originally the car had been given to Carson to drive for publicity. He was a major contributor to DeLorean Motor Company, and the hope was that Carson's star power could help invigorate sales. No doubt, he got publicity for the car.

It's widely believed that Carson became trapped inside the first DeLorean given to him and that firefighters were called to the scene to administer the jaws-of-life to get the entertainer out. Sadly, the car did not survive the operation. Most enthusiasts believe that the DeLorean Carson had during and after his arrest in February of 1982 was his second and last[1].

He drove the car for three more years until October 1985 when bankruptcy trustees reclaimed the car. Officially, the late-night king had never been the titled owner, and the car was repossessed and entered into the Rick Cole auction on November 30 of that same year[2].

The new proud owner was Larry Wiggins, who won the auction at the lackluster price of $18,250. At the time, he thought the car was a bargain, but his enthusiasm was short-lived. Despite a warm letter to Carson about the car with a mild hint that Wiggins and his wife would love to attend a taping of *The Tonight Show*, a standard form letter was all they received in response. Wiggins entered the car in a few parades. Within a few years it became general knowledge that the Carson car was for sale again.

The first time Kerry Stark took a good look at a DeLorean was after he pulled one over back in 1986. He admits now, it was just to see the car. At the time, Stark was a police officer in Sunbury, Pennsylvania. He knew someone in the area owned one and was curious to see what it looked like. Driving down Market Street one day, he noticed the stainless steel wonder coming towards him. Taking a quick glance, Stark made a U-turn and engaged the lights of his police cruiser.

---

[1] However, it is possible that Carson drove several different DeLoreans prior to 1982. According to employees at the Quality Assurance Center in Santa Ana, celebrities like Johnny Carson, Sammy Davis Jr. and Cristina Ferrare would occasionally stop in to service their cars. Sometimes, in order to avoid a long wait, they were simply given a new DeLorean. Still, the car Carson drove during the night of his arrest was his last.

[2] Interestingly, Prototype 1 was sold at the same auction in Newport Beach, the year before.

Could they really just up and buy Johnny Carson's DeLorean?

"What'd you stop me for?" the DeLorean driver asked sheepishly.

Like a good officer and always with a reason, Stark pointed to the windshield and reminded the gentleman that his inspection had expired. The man apologized profusely, saying he had just gotten the car out of storage and wanted to run it a bit; he'd completely forgotten about the sticker.

"It's no problem," Stark said. Then he asked the man to tell him a little about DeLoreans.

As his interest grew, Stark began collecting DeLorean memorabilia and joined the DeLorean Owners Association. He spoke with membership director John Truscott at length in 1988 and learned in passing that the Carson car was for sale. At the time, the news was nothing more than an interesting tidbit. But in the days afterward, the idea stayed with Stark, and he spoke with his wife June. Could they really just up and buy Johnny Carson's DeLorean? With encouragement, June gave her husband the push he needed.

On November 7, 1988, Stark and his wife waited with great irritation at Los Angeles International Airport. Despite assurances from the rental company, no trailer was available. The Starks waited seven hours and watched daylight disappear before their reservation was adequately prepared. By the time they reached the Wiggins' house, it was dark.

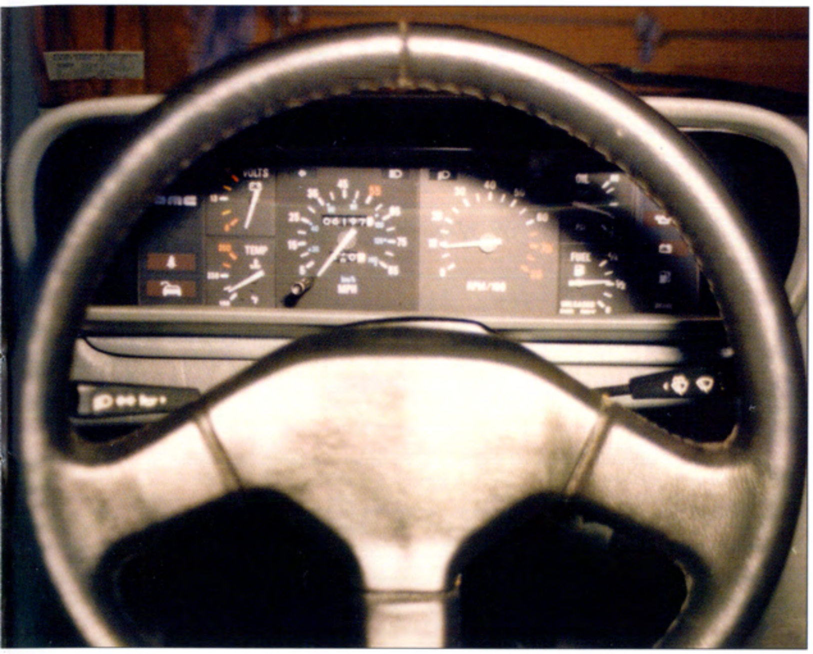
"I'm in their garage, and I'm going over the DeLorean with a flashlight," Stark says remembering the story. "And I'd never buy a car like that now, but I was young, dumb and stupid."

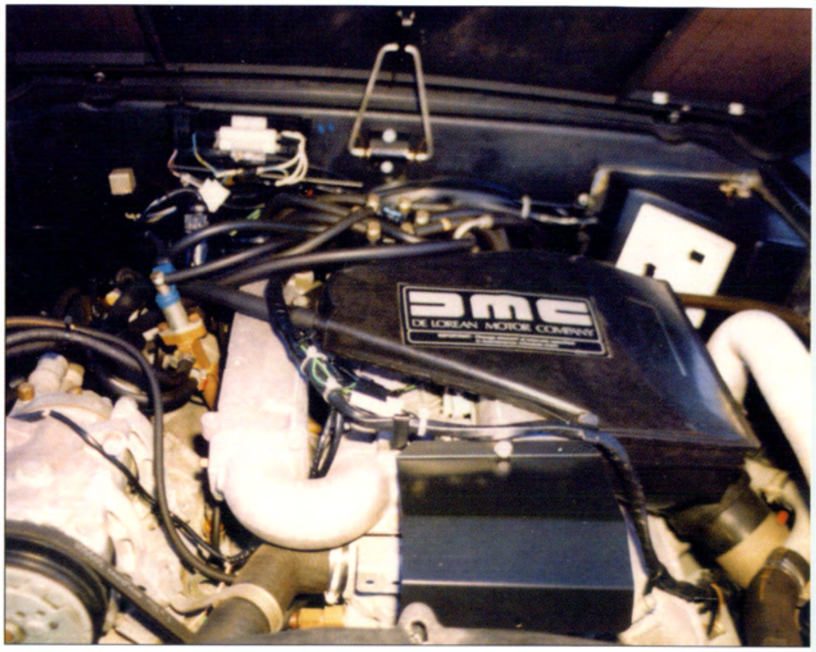
Still, he could see the interior was good. And with only a five-day window to travel across the United States with a DeLorean in tow, Stark paid Wiggins and left.

It was good fortune that gave him a beautiful DeLorean. The Carson car was a low-mileage, well-running vehicle with a flawless, stainless-steel body and like-new

DMC
DE LOREAN MOTOR CARS
PRESEN
MOST TA

Kerry Stark sitting among his collection of DeLorean Memorabilia.





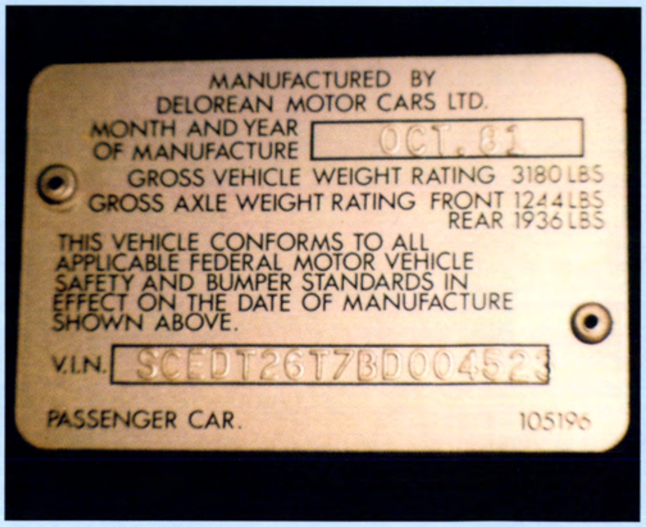
interior—all except some wear on the lower left corner of the driver's seat.

"It occurred to me that Carson was a gun owner and that he was known to carry it on his left side, attached to his belt," Stark says. "I have the feeling his holster put some wear on the seat."

For several years, Stark became actively involved in the DeLorean community. He found and bought collectibles and attended Association events. Occasionally he'd drive the celebrity car, but his love for DeLoreans motivated him to buy another—an automatic so that June could enjoy it with him.

"We had two DeLoreans," Stark says. "Four cars total and a two-car garage. Guess which two we kept in the garage."

One day Stark sent a letter to John DeLorean in Morristown and told his story.



MANUFACTURED BY
DELOREAN MOTOR CARS LTD.
MONTH AND YEAR OF MANUFACTURE OCT. 81
GROSS VEHICLE WEIGHT RATING 3180 LBS
GROSS AXLE WEIGHT RATING FRONT 1244 LBS
REAR 1936 LBS
THIS VEHICLE CONFORMS TO ALL APPLICABLE FEDERAL MOTOR VEHICLE SAFETY AND BUMPER STANDARDS IN EFFECT ON THE DATE OF MANUFACTURE SHOWN ABOVE.
V.I.N. SCEDT26T7BD004523
PASSENGER CAR. 105196

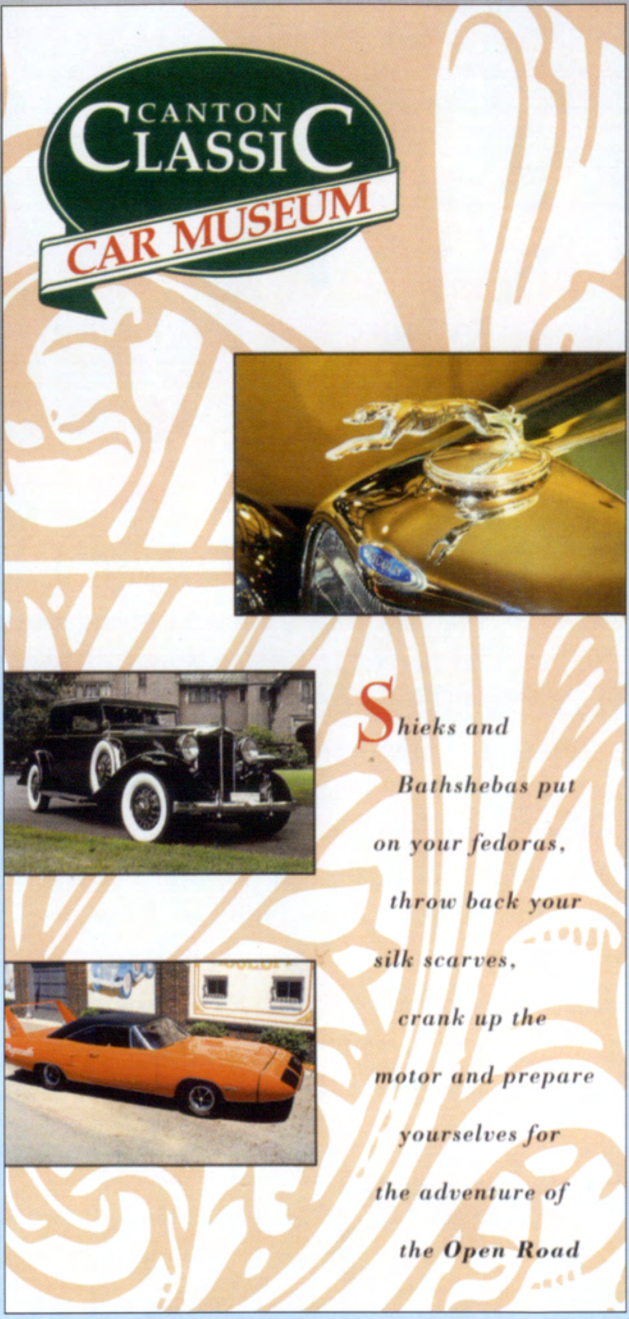
He promptly received a response with a signed copy of the former car-mogul's biography. "To June and Kerry," DeLorean wrote. "Thank you for the kind words with my best wishes."

Soon after Stark retired from the police force in 1995, he loaned the Carson DeLorean to the Canton Classic Car Museum in Canton, Ohio. Nicely decorated and comforting, the museum warmly received the car. As an '81 model, it became the youngest classic of the collection. According to Bob Lichty, the curator at the time, the Carson car turned into the biggest drawing card they had.

For a few years, the Starks happily zoomed about central Pennsylvania in their second DeLorean. The car made cameo appearances in one of their daughter's senior pictures, and she was treated like a hot celebrity when June dropped her off at the prom[3]. After much fun and play, Stark sold the

---

[3] "I wouldn't let my daughter drive the DeLorean to the prom," Stark says. "I had repaired too many dings and dents in her Bronco...."



CANTON CLASSIC CAR MUSEUM

Shieks and Bathshebas put on your fedoras, throw back your silk scarves, crank up the motor and prepare yourselves for the adventure of the Open Road

By the turn of the century, Stark had only made one trip to see his car in Canton.

second DeLorean to a museum in Pennsylvania.

By the turn of the century, Stark had only made one trip to see his car in Canton. When Ken Koncelik called to invite him to the Cleveland Show that June, Stark hesitated. But Koncelik had a persuasive detail: John DeLorean would be there.

So Stark and his wife pulled the Carson artifact out of the museum, and toted it to Cleveland. They met John DeLorean. He signed their car on the dash.

"Then we brought it back to Canton, and I haven't seen it since," Stark says. "I basically forgot about the car. It was out of sight, out of mind."

Not until Johnny Carson died on January 23, 2005, did Stark recall his small part in the entertainer's legacy. He renewed his interest in DeLoreans. He pulled the boxes from the basement, read through the magazines, the stock pamphlets, dealer brochures, looked at pictures and videotapes of the Belfast factory and interviews with John DeLorean.

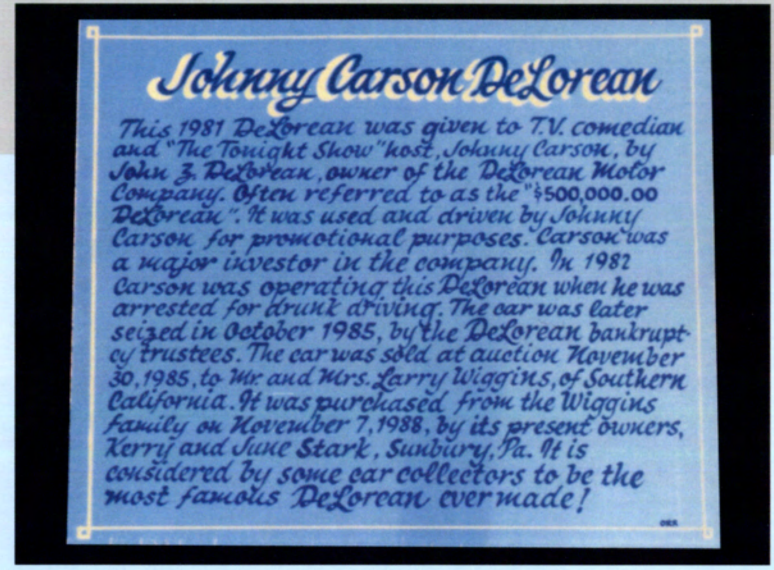
"I did some hard thinking," Stark says.

He spoke to his wife. The Carson car had been in a museum for nine years, and they'd only seen it twice.

"DeLoreans are no fun if you don't drive them," he says.

He decided the car would be fitting with someone who would enjoy taking it to DeLorean gatherings and events. Stark called Lichty who now worked in classic car sales at Motorcar Portfolio in Canton and decided to test the waters.

Not until Johnny Carson died on January 23, 2005, did Stark recall his small part in the entertainer's legacy.



Johnny Carson DeLorean

This 1981 DeLorean was given to T.V. comedian and "The Tonight Show" host, Johnny Carson, by John Z. DeLorean, owner of the DeLorean Motor Company. Often referred to as the "$500,000.00 DeLorean". It was used and driven by Johnny Carson for promotional purposes. Carson was a major investor in the company. In 1982 Carson was operating this DeLorean when he was arrested for drunk driving. The car was later seized in October 1985, by the DeLorean bankruptcy trustees. The car was sold at auction November 30, 1985, to Mr. and Mrs. Larry Wiggins, of Southern California. It was purchased from the Wiggins family on November 7, 1988, by its present owners, Kerry and June Stark, Sunbury, Pa. It is considered by some car collectors to be the most famous DeLorean ever made!

"I didn't have a particular need or reason to sell the car," he says. "If I had a DeLorean in my garage right now, I'd probably keep it."

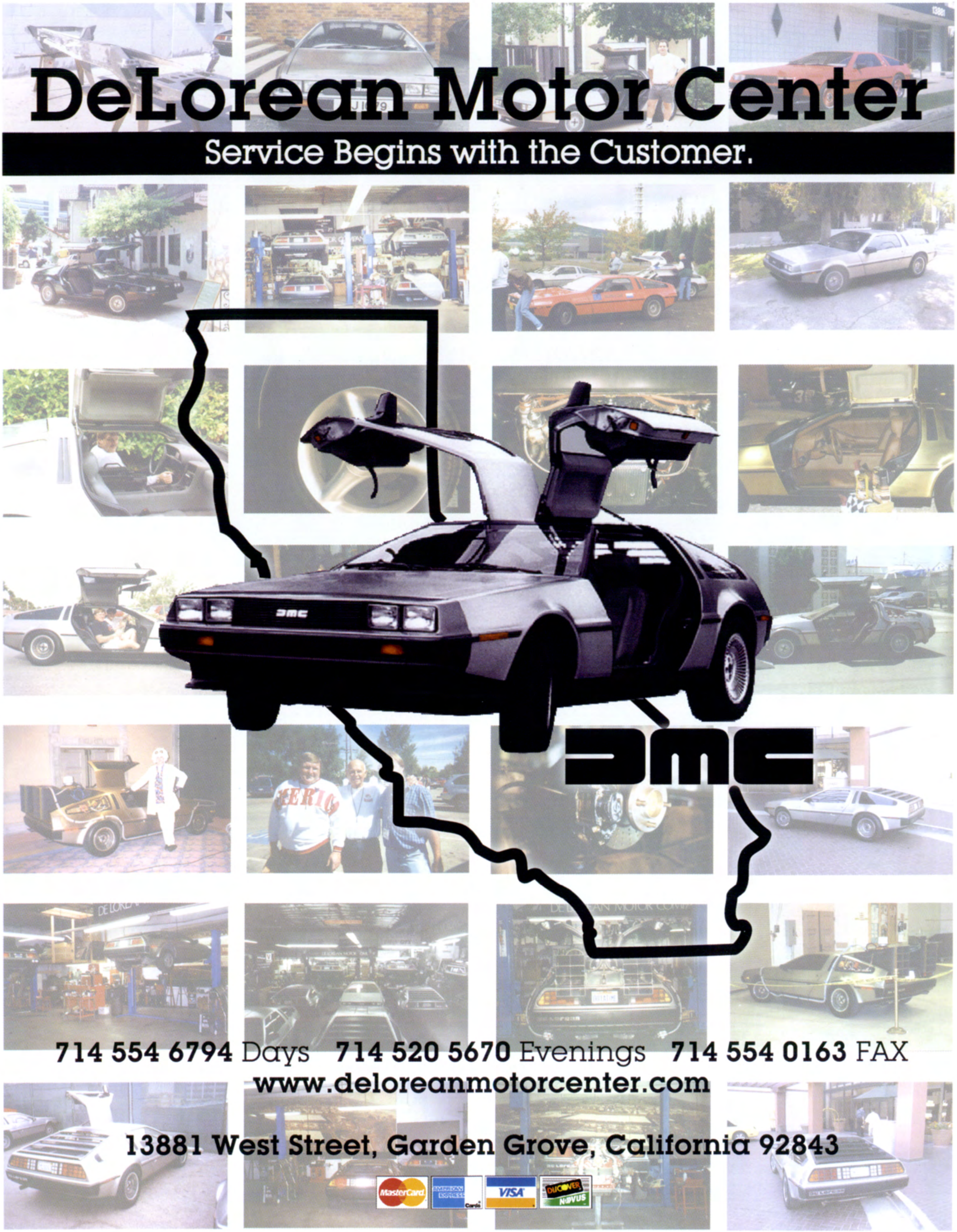
But the unique history of the DeLorean made it difficult to consider prepping the car as a daily driver. *This car is for show, not for driving* read a 1989 story in Sunbury's Daily Item about Stark and his celebrity keepsake. With thousands of stainless-steel DeLoreans, each virtually the same in the eyes of the layman, it's their individual histories that separate them. That Johnny Carson drove most of the 7,319 miles on VIN 4523 adds flavor to a long list of DeLorean stories.

This past April, Stark put the DeLorean on *ebay*. As the bids trickled in, June had a sad feeling. "If the car doesn't reach the reserve," she told her husband, "let's bring it home."

But it did. On April 28, 2005, Johnny Carson's DeLorean was sold to George Eddington of Burbank, California for $41,100. Of course, with Jay Leno as Burbank's most famous private car collector, rumors began that he had bought the car; however, neither Eddington or Jay Leno have made such claims. Not publically. Not yet.

Eddington instead assured Stark that he would uphold the legacy of the Carson DeLorean. Living only a few blocks from NBC studios, he felt as though he had brought the car home.

The Starks have since taken the loss of their celebrity car with grace. A mild sense of melancholy has passed through the house. Kerry's daughter refused to speak to her father for a while. But he knew why he'd sold it. And now, his eyes are looking to buy a normal DeLorean—one he can keep by his house and drive for the fun and love of it all.



DeLorean Motor Center

Service Begins with the Customer.

714 554 6794 Days **714 520 5670** Evenings **714 554 0163** FAX

www.deloreanmotorcenter.com

13881 West Street, Garden Grove, California 92843

THE DOGGY TREAT

Where have all the Association hats gone?

TIME MACHINE TRIBUTE

Luke Rold and Trever Fadrhonc, students from Los Angeles Film School, are attempting to make a short film that honors several movies, in which the DeLorean will play a significant part. In reviewing *Back to the Future*, they were surprised just how good the film still is, 20 years later.

"The car is a separate character," Luke says. "It totally made the movie."

Dan Botkin from DeLorean Motor Center graciously offered to help the students by allowing them access to his personal DeLorean–a well made replica of Doc Brown's time machine. Filming took place in May.

"Hopefully, we'll sell it to Blockbuster," Luke says. "We'll try to send it to several film festivals."

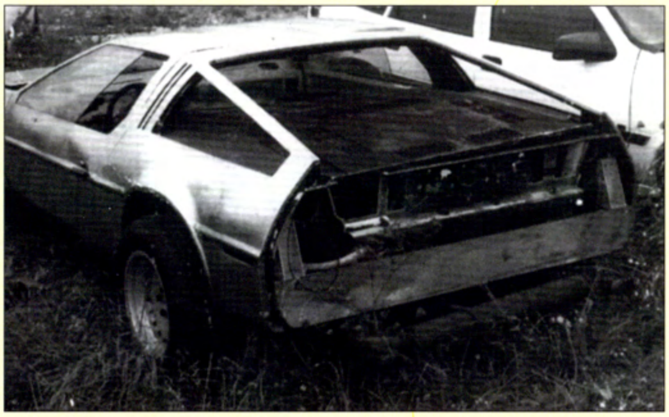
We wish them the best of luck.

from Prototype to Pilot to Production

Story: Sascha Skucek **Photos:** Jim Bates, Tony Hilger, Tony Ierardi, Alistair McCann, Sascha Skucek

So what do we know over 20 years after DeLorean Motor Company shut its doors in Belfast?

The total number of production DeLoreans is not exactly sure, although most agree that the number is between 7,000 and 8,000 cars. We know about the wooden prototype, resting in the Ulster Museum in Belfast—the projected **D**eLorean **S**afety **V**ehicle. We know about two DeLorean prototypes—the first in the possession of Tony Ierardi in Florida and the second destroyed some time ago in Lotus' scrapyard. And we've heard of 28 pilot cars used for engine, handling and emissions testing.



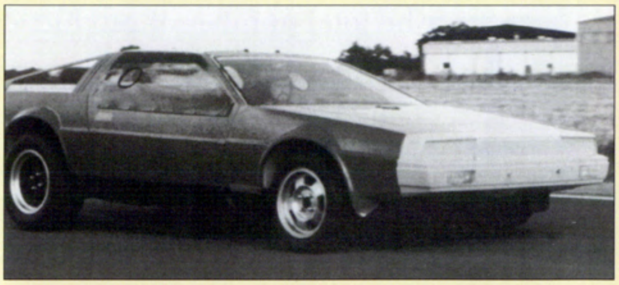
The sad remains of Prototype 2 before Lotus scrapped it completely. Picture from DeLorean News, November 1996.

While it's generally been assumed that post-pilot car production began with VIN 500 that now resides in the Cleveland Crawford Aviation and Auto Museum, deeper scrutiny opens some questions. DeLorean Owners Association records list VIN 70 that belonged to Gordon Schreider. Its current whereabouts are unknown. A DeLorean Motor Company stock prospectus lists the existence of 90 preproduction cars. The *Chestnut Fleet* and *Black Cars* are terms that have been used to describe early DeLoreans, with talk of fiberglass panels and stainless steel frames. Unfortunately, none of these numbers or descriptions have been confirmed as facts. Not yet. While the truth likely lingers in every whisper, it seems details are often blended together in an attempt to make a puzzle fit.

With the pieces in front of me, the following is one working theory. I hope it will present a model to further uncover an accurate history of the company and our DeLorean automobiles.

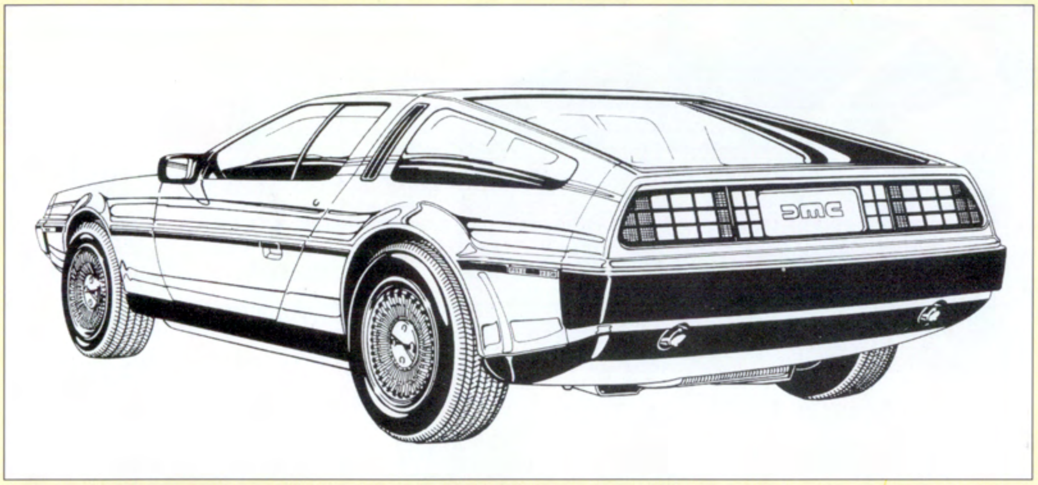
Prototype One's stainless steel frame (see page 10) opened the door for more rust-free chassis. Former employees of DeLorean Motor Company have confirmed such an attempt that was likely carried out on the first 18 mules, part of the 28 pilot car set. Some[1] of these initial test cars had stainless steel frames[2], and it's likely that none had stainless steel body panels. These were referred to as *Black Cars,* used for engine and chassis testing. The subsequent cracking of numerous stainless steel frames led the company to abandon the vision of a rust-free frame and later mules were fitted with regular steel chassis[3].

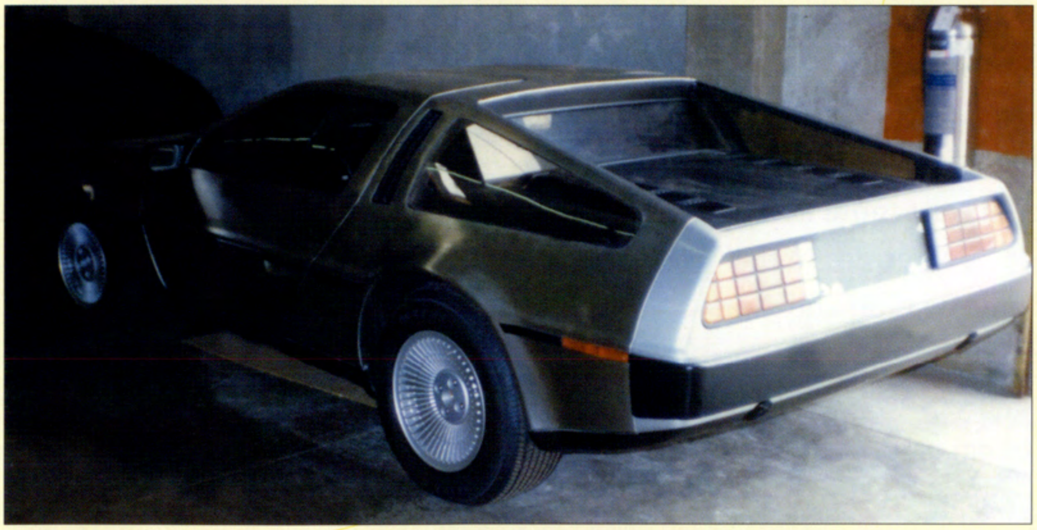
Pilots 19, 20 and 21 are documented as air-freight to California in 1980 where they underwent rigorous emissions testing by Olsen Engineering. Each was fitted with the first stainless steel body panels, although minor modifications were made to texture, thickness and fastening points by the time the production line began. Pilots 19 and 21 disappeared in 1983 after an auction at Olsen engineering. Their whereabouts are unknown; however, lacking Certificates of Origin and Vehicle Identification Numbers, registration and legal, drivable restoration of these cars is unlikely. Today, Pilot 20 rests with the author. All three pilot cars lacked the contemporary gullwing door with toll-booth windows and safety or torque bars. These doors did not meet impact-safety specifications[4]. The trio lacked other common features such as speakers, stereos and passenger seats.



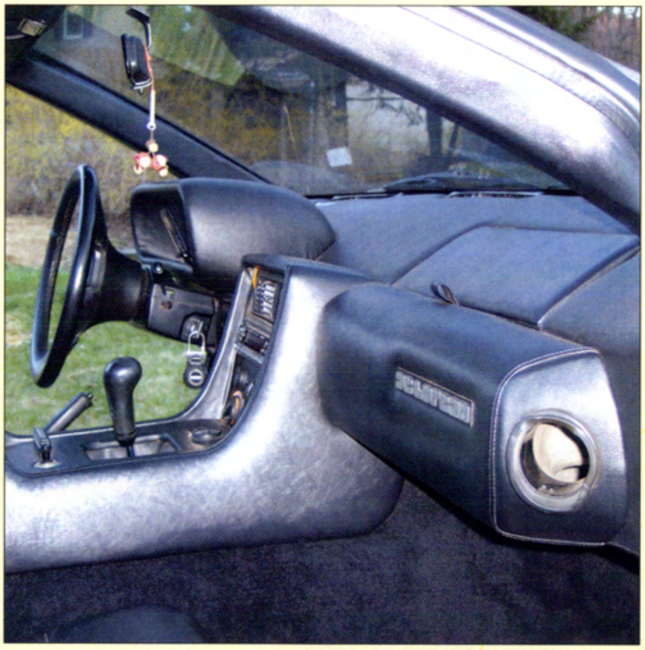
One of the first 18 pilot cars with fiberglass panels. Notice that the doors are not production.

Every pilot car represented a successive outer and inner progression of the DeLorean automobile. While it's

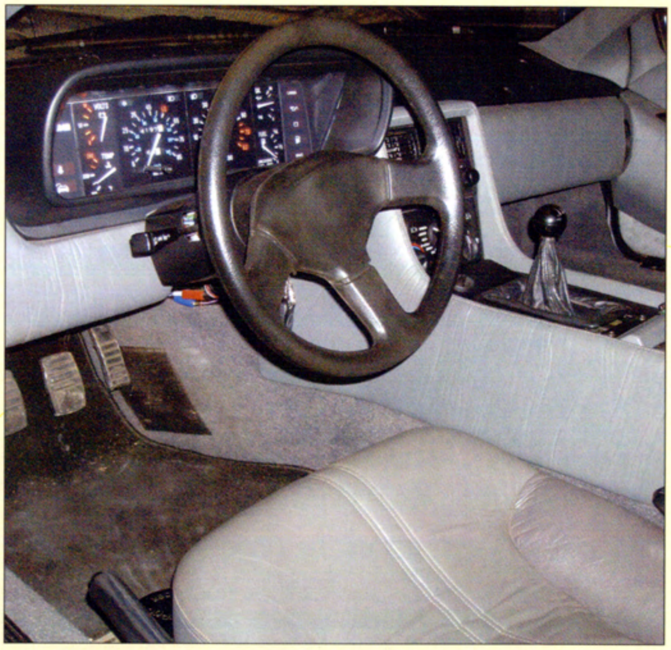




The mystery DeLorean used in dealer promotions early in 1981. It was also used as the model in the American Express Catalog for the gold car promotion and one of the earliest DeLorean brochures. Is it a pilot or an early production car? Notice the horizontal sliding windows, the lack of a louver and the cap underneath the engine. No "DeLorean" is embossed on the bumper. See footnote 6.

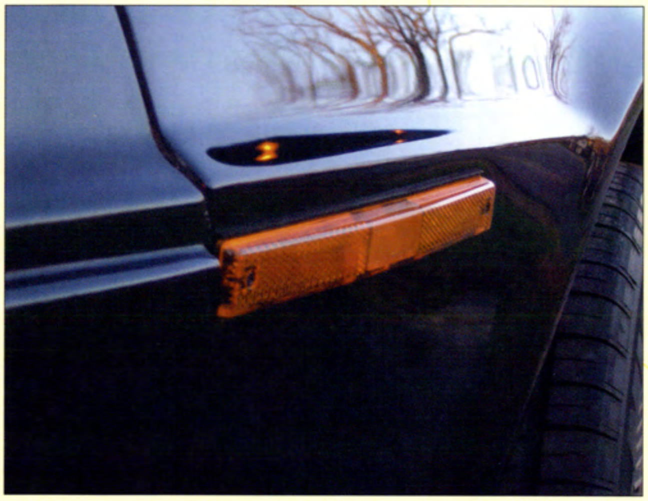


Pilot 20's entire dash and binnacle is covered with soft Naugahyde unlike the hard vinyl of production cars.

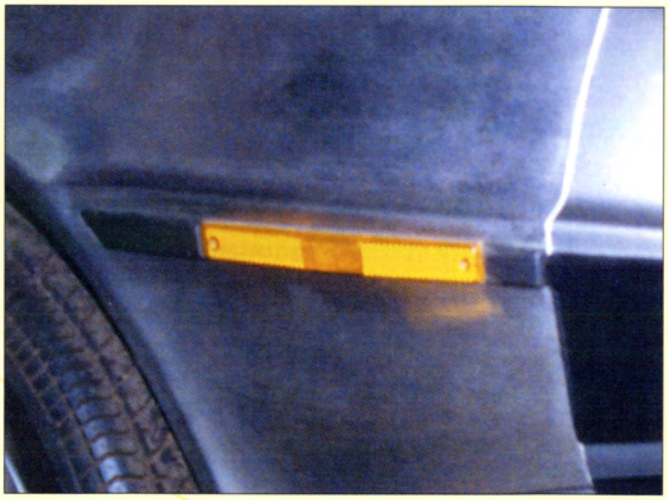


Pilot 25's factory-original, two-tone interior.

assumed that most of pilot cars 22 to 27 were disassembled or destroyed at the factory, a DeLorean owned by Alistair McCann demonstrates that most of the production features were incorporated by the end of the 28-series run. McCann owns Pilot 25, a well-documented DeLorean in the Irish press of the early 80s. Its most glaring difference is a two-tone interior, although it's unknown whether this feature was created when the car was hand built, or if the feature was added in 1983 when the company was being liquidated. The little differences of Pilot 25 are many, and Paul O'Malley—one of

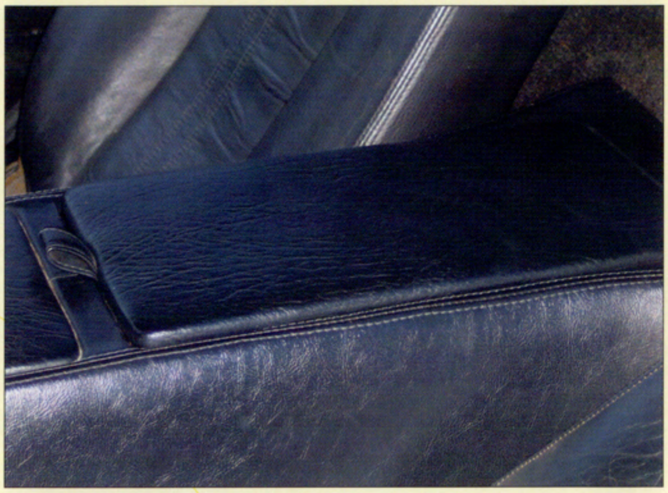


One of the distinguishing characteristics of the Prototype and early pilot cars are the way the parking lights hug close to the facias.

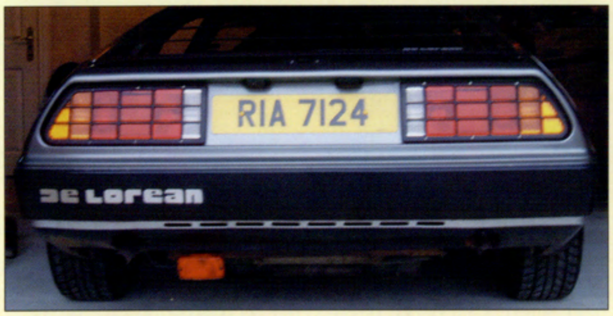


Production DeLorean parking light.

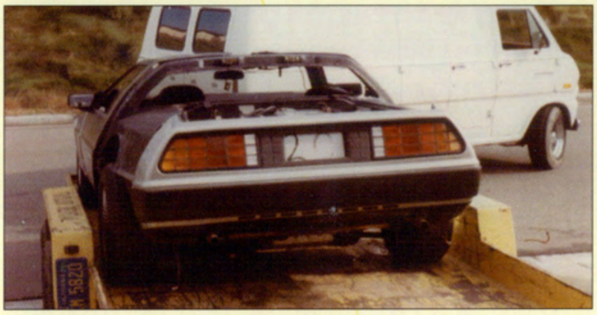
Ireland's renowned DeLorean mechanics—has expressed his frustrations at the extra time involved in repairing McCann's pilot car[5].



Pilot 20 includes a compartment for storage above the frame. Most cars feature an ashtray.



The embossed DeLorean seen here on the bumper of Pilot 25 became the norm for the production model.



An early picture of Pilot 20 before it was painted black. The bumper is bare of any embossing.

In a memo by vice-president C.R. Brown, Pilot 28 was documented within the United States on January 23, 1981 and described as a "winner". Hauled around America on a trailer and shown to potential DeLorean dealers, this car was described by some eyewitnesses as suffering severe neglect and disrepair in the far corner of the lot at the Quality Assurance Center in Santa Ana. By the end, picked pitifully clean of parts, the shell of 28 was forklifted into a dumpster[6].

Most enthusiasts believe production cars began with the start of the assembly line and since VIN 500 was the first completed, it was the first production DeLorean; however, testing continued well past these initial cars, and it's doubtful any were sold publicly without modifications. Employees of DMC were given "company cars". This series included most of the 500s and other early VINs. Among them were VIN 502 and 530, two twin-turbo DeLoreans, now owned by Rob Grady in New York. VIN 566 went to Jim Bates while he was employed by the company. When he first engaged the wipers, he remembers water falling onto his lap through leaks in the windshield seal. Such oddities were routinely flushed out, documented and

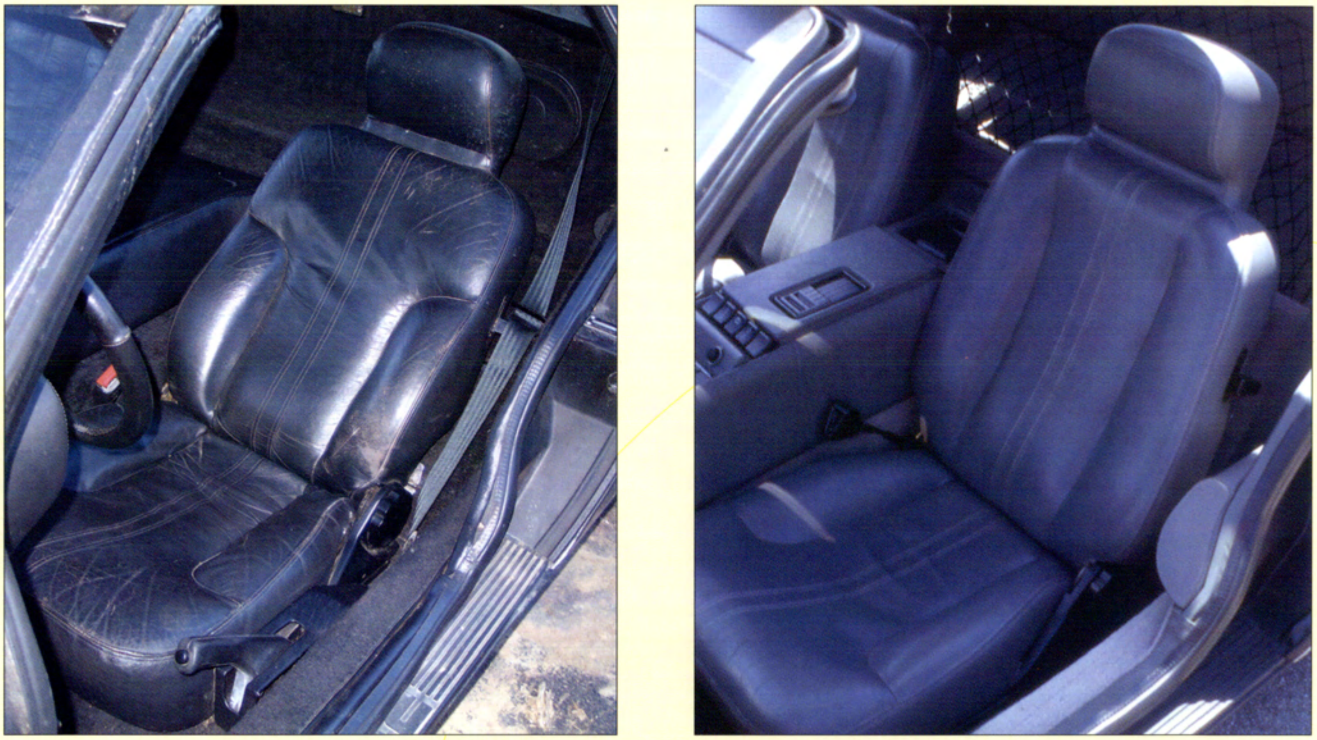
---

[1] Rob Grady of PJ Grady recently acquired the rear frame section of Pilot 16. The material was regular steel.

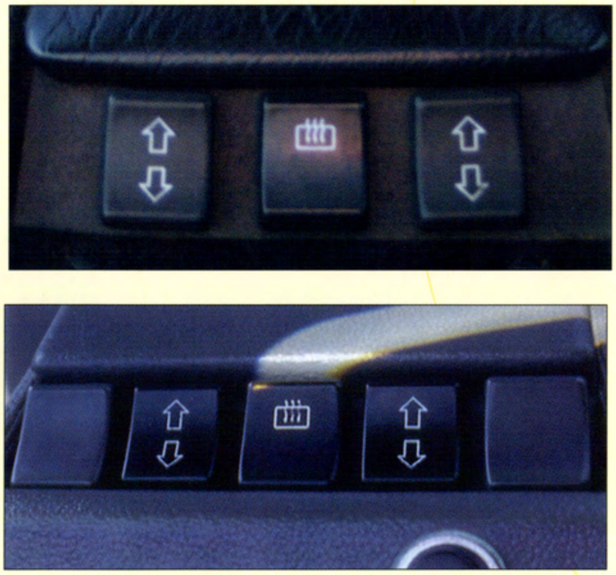
[2] See page 74 of *Stainless Steel Illusions.*

[3] Stainless steel technology has come a great distance since the early 80s. A more resilient frame could be created today…and may have been. The legality of a conversion to a completely rust-free DeLorean is unclear under Department of Transportation law and may vary by State.

[4] For this reason and drivability standards, Pilot 20 was outfitted with production doors, then titled and registered.



Pilot (left) and Production (right) driver's seat. Some pilot cars were equipped with unique and comfortable seats that did not make it to production. Maybe the additional lumbar support was too comfortable.



Pilot (above) and Production (below) window and defroster switchers. Pilot 20 was built with three switches. Angled steeper, the driver is less likely to trigger a switch when shifting or using the frame as an arm rest.

repaired so that they could be avoided in later production. It is likely that these employee-driven DeLoreans would later be known as the *Chestnut Fleet.* The case whether these cars could be classified as preproduction is not clear—but if the 90 DeLoreans listed on the stock prospectus was not exaggerated, it may have referred to this fleet. Production of later DeLoreans is more-common knowledge.

---

[5] This opinion is shared by mechanics in the United States that have worked on Pilot 20.

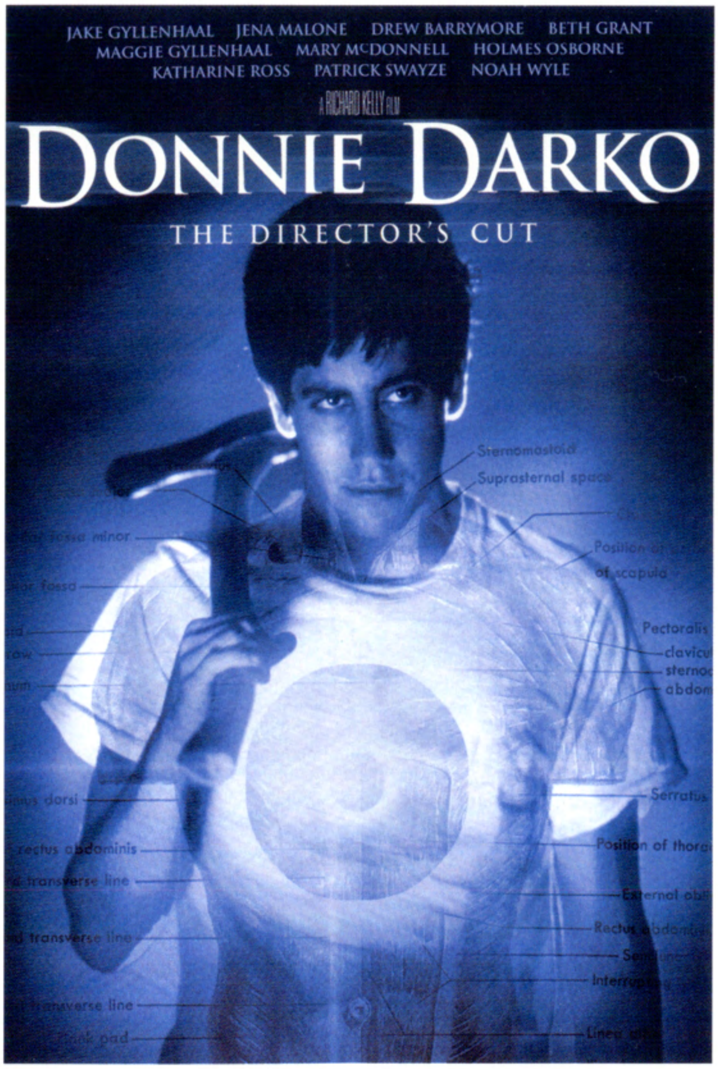
[6] Or was it? What about the sliding-window, preproduction DeLorean that was also paraded to various dealers? No documentation of this car is known to exist, although it was definitely in the United States and last seen in Phoenix's 1998 Barrett-Jackson auction. Complete with a parking brake on the right of the driver's seat, a battery by the engine and no louver, this DeLorean was likely a late pilot.

EXPLAINING Donnie Darko

"The basic principles of time travel are there," Doctor Monnitof explains. "You've got your vessel and your portal and your vessel could be just about anything, most likely a spacecraft."

"Like a DeLorean?" Donnie asks.

Monnitof nods his head, "Metal craft of any kind."


JAKE GYLLENHAAL JENA MALONE DREW BARRYMORE BETH GRANT
MAGGIE GYLLENHAAL MARY McDONNELL HOLMES OSBORNE
KATHARINE ROSS PATRICK SWAYZE NOAH WYLE
A RICHARD KELLY FILM
DONNIE DARKO
THE DIRECTOR'S CUT
Sternomastoid
Suprasternal space
Position of
of scapula
Pectoralis
Serratus
Rectus abdominis
transverse line
External obl
Rectus abdomi

There is little doubt that *Donnie Darko* is one of the most loved films of the 21st century that no one seems to fully understand. For those of you scratching your heads, a few clarifications are in order.

First, director and screenwriter Richard Kelly wrote a movie about time travel. The rules are explained in a book given to Donnie Darko called *The Philosophy of Time Travel.* Kelly based some of these rules from *Back to the Future* in which a metal DeLorean transcends space-time by opening a portal.

Second, be sure to watch the director's cut of this movie which came out a few months ago, because several pages from *The Philosophy of Time Travel* have been added to explain the events of the movie.

And third—the tricky stuff to make the film less confusing—don't worry about where the metal artifact came from or why the tangent universe happened. The book indicates that this phenomenon has a divine origin. The movie is about cause and effect. The ripples from the tangent universe threaten to destroy the primary universe. Every scene and character is responsible to show Donnie Darko how to save reality. While no one is aware of this on a conscious level, the townspeople—both living and dead—are linked subconsciously to try to help Donnie Darko come to understand what he has to do: lead the artifact to the primary universe. To do this, he is given powers over metal and water and given great strength. Only by bridging the two universes with a worm hole can disaster be averted. Got all that? And y'all thought the movie was just about a bunny rabbit telling a kid to flood his school….

If you're thinking turbo, think twin turbo.

The most efficient method of turbo charging your DeLorean's V-6 engine is with two turbochargers—one turbo unit for each three cylinders.

When the DeLorean factory began developing a performance model, the twin-turbo configuration was the system they preferred (see Road & Track, December, 1984-page 37). The Island Twin-Turbocharging System is the most faithful to that DeLorean factory turbo design.

QUALITY

- The Island Twin-Turbo System includes a matched pair of IHI Turbochargers, the same brand used on most Indianapolis 500 racers.
- All intake manifolding is made of cast aluminum, which can't rust or crack like metal tubing.
- A matched pair of exhaust manifolds are fabricated from rugged cast iron.

PERFORMANCE

- 0–60 mph .... 6.3 seconds
- Top Speed .... 140 mph
- Total exhaust breathing capacity is increased to a BIG 4-inches total diameter (2 inches for each bank).
- No turbo lag.

REPUTATION

- Island Turbo has been turbocharging DeLoreans since 1981 and has earned one of the most respected names in the turbo industry.

If you're thinking turbo, think twin-turbo. There's only one — Island Turbo, the DeLorean turbo experts.

California EPA Approval Pending

CATALYTICS ONLY
UPDATE KITS AVAILABLE

TURBO MANIFOLD CO.
849 Boston Post Road, #2B
Marlboro, MA 01752
TURBO HOTLINE: (800) 449-1248
or 1 (508) 303-1924
FAX NO: (800) 449-1248
or 1 (508) 303-1924

THINK TWIN TURBO.

INSTALLATION FACILITIES

Motivation Racing
2353 Santa Ana, Suite 30
Dallas, TX 75228
(214) 321-3907

Paradise Motorsport Service
63 S. Eisenhower Lane
Lombard, IL 60148
(312) 495-3774

Bauerle Automotive
4211 Radnor Rd.
Radnor, OH 43066
(614) 595-3348

INSTALLATION FACILITIES

DeLorean Motor Center
13881 West Street
Garden Grove, CA 92643
Phone (714) 554-6794

Stanford Lincoln-Mercury
444 El Camino Real
Menlo Park, CA 94025
Phone (415) 321-8030

PJ Grady Inc.
118 Montauk Highway
West Sayville, NY 11796
Phone (516) 589-6224

DELOREAN OWNERS ASSOCIATION
MEMBER

PARTS–REPAIRS–REFURBISH–RESTORATIONS

20229 Nordhoff Street • Chatsworth, California 91311
(800) DMC-HELP • (818) 341-1796 • FAX: (818) 998-6381

DELOREAN ONE

• **ENGINE / GASKETS / MOUNTS** • ENGINE BLOCK • **CRANKSHAFT / CONNECTING RODS / PISTON ASSEMBLY** CRANKCASE / OIL PAN / DIP STICK • **TIMING CHAINS / COVER/GEARS** • CYLINDER HEAD / VALVE TRAIN • **LUBRICATION SYSTEM** • OIL PUMP / PICK-UP / FILTER • **COOLING SYSTEM** • WATER PUMP / THERMOSTAT / "Y PIPE" • **RADIATOR / EXPANSION TANK / HOSES / PIPING** • AIR INLET SYSTEM • **AIR CLEANER ASSEMBLY** • AIR INDUCTION SYSTEM • **EXHAUST SYSTEM** • EXHAUST MANIFOLDS • **PIPES** • MUFFLER • **THROTTLE LINKAGE** • ACCELERATOR PEDAL / CABLE LINKAGE • **FUEL AND EMISSIONS SYSTEMS** • TANK / HOSES / PUMP / ACCUMULATOR / INERTIA SWITCH • **FUEL INJECTION** • FUEL DISTRIBUTOR • **FUEL LINES** • INJECTORS • **FUEL ENRICHMENT COMPONENTS** • LAMBDA SYSTEM • **CONTROL UNIT / FREQUENCY VALVE / SENSORS / CATALYTIC CONVERTER** • EVAPORATIVE CONTROL SYSTEM • **CHARCOAL CANISTER / VACUUM LINES / ACTUATORS** • IDLE SPEED CONTROL SYSTEM • **CONTROL UNIT / AIR FLOW REGULATOR / SENSOR / SWITCHES** • ELECTRICAL • **BATTERY / CABLES / GROUNDS** • CHARGING SYSTEM • **ALTERNATOR AND REGULATOR ASSEMBLY** • STARTING SYSTEM • **STARTER / SOLENOID** • IGNITION SYSTEM • **DISTRIBUTOR** • PRIMARY/ SECONDARY IGNITION COMPONENTS • **LIGHTING SYSTEM** • EXTERIOR FRONT HEADLIGHTS / PARKING LIGHTS / TURN SIGNALS / SIDE MARKERS • **EXTERIOR REAR TAIL LIGHTS / TURN SIGNALS / BACK-UP LIGHTS / SIDE MARKERS** • INTERIOR LIGHTS • **DOOR LIGHTS** • HORN • **WINDSHIELD WIPERS / WASHERS** • COMBINATION SWITCHES / CONTROL • **ELECTRIC MIRRORS** • ELECTRIC DOOR LOCKS • **POWER WINDOWS** • INSTRUMENT CLUSTER • **COOLING FANS** • SPEEDOMETER DRIVE / SPEEDOMETER CABLES / LAMBDA SERVICE COUNTER • **WIRING** • FUSES • **REAR HARNESS** • DOOR HARNESS • **MAIN HARNESS** • FUSE BLOCK • **RELAY UPDATE KITS** • AUDIO SYSTEM • **ANTENNA LEADS / SUPPRESSORS** • MANUAL TRANSMISSION • **GEARBOX CASE / CLUTCH HOUSING / GASKETS / SEALS / MOUNTS – GEARS/ BEARINGS / SHAFTS – FINAL DRIVE – SHIFT RODS / FORKS** • GEARBOX CONTROLS • **GEARSHIFT LEVER / LINKAGE** • CLUTCH • **FLYWHEEL / DISCS / BEARINGS** • CONTROLS • **CLUTCH PEDAL LINKAGE** • CLUTCH HYDRAULICS • **AUTOMATIC TRANSMISSION** • DRIVE PLATE / TORQUE CONVERTER / HOUSING / SEALS / GASKETS • **CASE / OIL PUMP / PAN SEALS / GASKETS** • VALUE BODY / INTERNAL LINKAGE • **PLANETARY CARRIER / BRAKE B2 / BRAKE B1 / CLUTCH C-1 / CLUTCH C-2** • MOUNTS / GOVERNOR COMPUTER / VACUUM MODULATOR • **FINAL DRIVE / CASE SEALS** • GEARBOX CONTROLS • **GEARSHIFT LEVER / GEAR SELECTION CABLE** • DRIVE AXLES • **CONSTANT VELOCITY JOINT BELLOWS** • CONSTANT VELOCITY JOINTS • **INTERMEDIATE SHAFT** • OUTBOARD SHAFT • **BEARINGS** • HUBS • **SUSPENSION AND STEERING** • FRONT CONTROL ARMS / STEERING KNUCKLE / BALL JOINTS / SHOCK ABSORBERS / COIL SPRINGS / ANTI-ROLL BAR / STEERING ASSEMBLY • **RACK AND PINION** • STEERING COLUMN • **STEERING WHEEL** • REAR SUSPENSION • **RADIUS ARM** • UPPER AND LOWER LINKS • **COIL SPRINGS** • REAR SHOCK ABSORBER • **HUB CARRIER** • BRAKES • **WHEELS** • BRAKE DISC / CALIPER PADS • **BRAKE CONTROLS** • BRAKE MASTER CYLINDER • **POWER / SERVO** • UNIT BRAKE LINES / HOSES / MOUNTING CLAMPS • **PEDAL LINKAGE (MANUAL AND AUTOMATIC)** • PARKING BRAKE HAND LEVER • **CABLES** • PADS • **CALIPERS** • WHEELS • **NUTS** • EMBLEM • **SPARE WHEEL** • HEATER ASSEMBLY • **AIR DISTRIBUTOR** • FAN HOUSING • **BLOWER MOTOR** • RESISTORS • **AIR CONDITIONING DUCTING** • HEATER CORE / VALVES / HOSES • **AIR CONDITIONING COMPRESSOR** • CONDENSER • **EVAPORATOR** • ACCUMULATOR REFRIGERATION HOSES • **DRIVE BELTS** • IDLER PULLEYS • **MOUNTS** • ELECTRICAL CONTROLS • **MECHANICAL SWITCHES** • INLINE FUSES • **RELAYS** • FRAME SECTIONS • **FIBER GLASS BODY SECTIONS** • FILLER PANELS • **STAINLESS STEEL BODY PANELS** • FENDERS • **ROOF PANELS** • FITTING DOORS • **COMPARTMENT COVERS** • STRUTS • **SEALS** • HINGES • **LUGGAGE COMPARTMENT COVER** • RELEASE LINKAGE • **ENGINE COMPARTMENT COVER** • FRONT FASCIA • **GRILLE** • SPOILER • **EXTERNAL DETAILS** • REAR FASCIA • **GLASS WINDSHIELD** • DOOR GLASS • **REAR GLASS** • INTERIOR TRIM • **DASH BOARD** • CONSOLE TRIM PANELS • **HEADLINER** • CARPETS • **INTERIOR / BONNET** • SEAT FRAME • **ADJUSTERS** • CUSHIONS • **TRIM** • CARGO NET • **SEAT BELTS** • FASTENERS